Affirmed. Chase
Ch. Justice Chase

SUPREME COURT OF THE UNITED STATES.

Nos. ~~254,~~ ~~255,~~ and ~~256.~~ ~~132-133-13~~
64-65-66

~~254.~~ ~~132~~ 64

EDWIN HAIGHT, CLAIMANT OF STEAMSHIP BERMUDA, HER TACKLE, APPAREL, &c., APPELLANT,

vs.

THE UNITED STATES.

~~255.~~ ~~133.~~ 65

ALEXANDER T. BLAKELY, CLAIMANT OF PART OF CARGO OF STEAMSHIP BERMUDA, APPELLANT,

vs.

THE UNITED STATES.

~~256.~~ ~~134.~~ 66.

FRAZER, TRENHOLM & CO., CLAIMANTS OF PART OF CARGO OF STEAMSHIP BERMUDA, APPELLANTS,

vs.

THE UNITED STATES.

APPEALS FROM THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.

GOVERNMENT PRINTING OFFICE.

SUPREME COURT OF THE UNITED STATES.

Nos. 254, 255, and 256.

254.

EDWIN HAIGHT, CLAIMANT OF STEAMSHIP BERMUDA, HER TACKLE, APPAREL, &c., APPELLANT,

vs.

THE UNITED STATES.

255.

ALEXANDER T. BLAKELY, CLAIMANT OF PART OF CARGO OF STEAMSHIP BERMUDA, APPELLANT,

vs.

THE UNITED STATES.

256.

FRAZER, TRENHOLM & CO., CLAIMANTS OF PART OF CARGO OF STEAMSHIP BERMUDA, APPELLANTS,

vs.

THE UNITED STATES.

APPEALS FROM THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.

INDEX.

	Original.	Print
Letter of Captain H. S. Stellwagen, commanding U. S. steamer Mercedita	1	1
Reference to prize commissioners, and order to marshal to take possession	3	1
Libel	4	2
Monition and return	7	4
Attachment and return	8	5
First proclamation	9	6
Claim of Chas. Wm. Westendorff on behalf of Edwin Haigh for vessel, and on behalf of the several owners of the cargo	9	6

	Original.	Print.
Test affidavit of Chas. Wm Westendorff	12	8
Second and third proclamations	14	9
Examination of witnesses in preparatorio, as follows:		
Affidavit of Prize Master T. Abbott	15	10
Chas. Wm. Westendorff	16	10
Edward Chas. Reed	20	13
Chas. Van Buren Westendorff	23	14
Arthur Huger	26	16
Wm. Sparkman	28	18
J. J. Pringle	30	19
John Julius Pringle, jr	33	21
J. R. Poinsett Pringle	35	22
James McHugh	38	23
Elizabeth Robinson	41	25
John Dempsey	42	26
Francis Marriner	44	27
James Johnson	49	30
Robert Graham	52	31
John Thorman	55	33
John Noble	57	34
Robert J. Simpson	59	35
Richard Harris	62	37
Peter Matansen	64	38
Thomas Walsh	66	39
James Heenan	68	40
Thomas Craney	70	42
Charles August Carlson	72	43
William Richardson	74	44
Joseph Pierson	76	45
Patrick Curran	78	47
Thomas Farraly	81	48
James Cassidy	83	49
John Richardson	85	50
Ship's papers and documents returned by prize commissioner as follows:		
Bills of lading	87	52
Letter, Fraser, Trenholm & Co. to Captain Westendorff	114	73
Certificate of competency of master to Captain Westendorff	115	74
Certificate of payment of light, &c., duties for voyage	117	75
Letter, G. B. Tennent to Captain Westendorff	118	76
Third of bill of exchange, Louis Mitchell to Fraser Trenholm in favor of Captain Westendorff	118	77
Invoice of tea and coffee shipped per Ella by Holland Birkelb	119	77
Letters, Fraser, Trenholm & Co. to Messrs. John Fraser & Co., Charleston	120	77
Invoice of bagging, &c., shipped by Thomas Griffin for Bermuda per Ella	121	78
Order, Mr. S. P. Kirkwood to Captain Westendorff to purchase cloth, &c	123	80
Letter, E. L. Tessier to Captain Westendorff	123	80
Order of "M. D. S.," Charleston, for kid gloves, boots, shoes, spool-cotton, &c.	124	81
Certificates of character, as master, to Captain Westendorff	125	82
Letter of thanks from passengers to Captain Westendorff	126	82

	Original.	Print.
Letter, N. T. Butterfield to Captain Westendorff enclosing copies of two letters to Jno. Fraser & Co	127	84
C. W. W. to N. I. Butterfield	128	84
from Captain Westendorff to his aunt	129	84
to George Dunn	131	86
N. T. Butterfield to Captain C. Westendorff	132	87
Rec't of Alex'r Gray in full of all demands against steamer Bermuda	132	87
Bill for supplies for steamship Bermuda	133	88
Stores for do	135	90
Custom-house entries as to goods for transhipment—victualling bill—shipping bill	136	90
Memorandum of ship's stores	143	95
Bill for ship's stores for steamer Bermuda	144	96
Memorandum of shipment of gunpowder	146	98
Bill and receipt of Thomas Gale for gun	146	98
Certificate of clearance outward, dated Liverpool	147	98
Bill and receipts for haberdashery to Captain Westendorff	148	99
Passenger certificate for a foreign-going steamship	149	100
Account steamship Bermuda with Jno. T. Boume for disbursements	152	103
Certificate of registry of vessel	153	103
General clearance from Bermuda	155	105
Letter to Mr. A. Gray, dated Liverpool, and without signature	156	105
Shipping articles	158	107
Interrogatories propounded by prize commissioners to the officers and crew of the captured vessel	162	112
Special report of prize commissioners on condition of vessel and cargo, and order to unlade cargo	166	115
Petition of Henry Wise on behalf of Edwin Haigh, owner of vessel, and P. Dorn and David McNutt, owners of portions of cargo, with exhibits	169	116
Affidavit of H. Wise in relation to copy of memorial of E. Haigh to the British government	179	123
Special report of Prize Commissioner Young in relation to postage stamps, and order thereupon	183	126
Special report of prize commissioners in relation to cargo, and order of sale as perishable	185	127
Special report of prize commissioners in relation to postage stamps and copper plates and order thereupon	189	130
Certified copy of registry, and transactions subsequent to registry	191	131
Affidavit of J. Richardson Armstrong, of the firm of Fraser, Trenholm & Co	193	133
Affidavit and claim of A. T. Blakely for part of cargo	194	134
Writ of survey of vessel and return	197	136
Return of appraisers of cargo as to perishable portions of cargo	199	137
Motion to set aside sale and for reappraisement of brogans, &c., and affidavit of Henry Wise in support of motion	202	140
Affidavit of Prize Commissioner John H. Young in relation to sale of brogans, &c.	205	141
Order to set aside sale and reappraise brogans, &c	207	143
Order to prize commissioners to examine certain packages marked Savannah, Georgia, and report	207	143

	Original.	Print.
Special report of prize commissioners as to same	208	143
Order to prize commissioners to examine certain other packages, and special report of I. H. Young in relation to same	209	144
Affidavit of Henry Wise, and letter of Edward Haigh in relation to postage stamps	209	144
Special report of Prize Commissioner Young in relation to marks, &c., on cutlery part of cargo	211	146
Affidavit of Edwin Haigh in relation to coffee part of cargo, and exhibits annexed	212	147
Special report of prize commissioner in relation to case marked Wm. Brioleau	215	148
of prize commissioner in relation to telegraphic cable, and order thereupon referring subject to Fairman Rogers as special commissioner to examine and report	215	148
of prize commissioner as to letters found in a case addressed to Courtney, Tennent & Co., Charleston, S. C., and order thereupon	217	149
Letter to Messrs. Courtney, Tennant & Co. from J. James & Sons	218	149
Report of Special Commissioner Fairman Rogers in relation to telegraph cable	221	151
Special report of Prize Commissioner Young in relation to certain cases, part of cargo, containing military insignia	222	152
Special report of prize commissioner as to marks and numbers on five cases prints and lawns, and 15 cases bank note paper	223	153
Affidavit of Edwin Haigh, and order thereupon	224	153
Special report of prize commissioner in relation to marks and numbers on certain packages of needles, military buttons, &c.	226	154
in relation to etching on hardware	227	155
in relation to postage stamps	227	155
in relation to marks and numbers on certain paper parcels contained in one case	228	156
in relation to marks and numbers on packages in another case, part of cargo	229	157
in relation to certain tickets pasted on goods	231	157
in relation to army cloths, blankets and flannels, &c., part of cargo	232	158
in relation to cases No. 30 and 31, marked P. O. D.	234	159
Motion to deliver munitions and materials of war to the United States at appraised values	234	159
Motion to deliver steamer to United States at appraised value	235	160
Exceptions of claimant to the delivery of steamship and munitions of war to United States government	236	160
Order to reappraise vessel, and return of appraisers	237	161
Decree of condemnation of vessel	239	162
Order adjudging vessel to government at appraised value	240	162
Appeal of Edwin Haigh from decree of condemnation of vessel	240	163
Affidavit of John H. Young and James Moore in relation to the present value of munitions of war	241	163
Decree of condemnation of munitions of war, part of cargo	242	164
Order adjudging munitions of war to United States government	243	164

	Original.	Print.
Appeal of Alexander T. Blakely from decree of condemnation of portion of cargo	244	165
Appeal of Fraser, Trenholm & Co. from decree of condemnation of portion of cargo	244	165
Special report of prize commissioner in relation to certain cases of fowling-pieces	245	165
Agreement of counsel as to certain ship's papers, to wit: log-book and paper headed manifest and freight list, on appeal	246	166
Special report of Prize Commissioner Young in relation to case of envelopes containing four sealed letters and order thereupon, and copies of letters	247	166
Special report of prize commissioner in relation to an envelope containing one letter, an invoice and specimens of paper, machine engraving, and order thereupon, with copies of invoice and letter	256	170
Citation dispensed with	262	172
Clerk's certificate	263	172

1 *Pleas and proceedings before the honorable John Cadwalader, judge of the district court of the United States for the eastern district of Pennsylvania.*

Be it remembered on this third day of May, A. D. 1862, the letter of H. S. Stellwagen, commanding U. States steamer Mercedita, to the prize master Lieutenant T. Abbott, commanding prize steamer Bermuda, dated the twenty-seventh day of April, A. D. 1862, is presented to the judge of the said court, and is filed, and is in the words and figures following, to wit:

U. S. S. MERCEDITA, HOLE-IN-WALL,
(Bearing S. W. by W. at time of capture,) April 27th, 1862.

SIR: Proceed with the prize steamer Burmuda, under your charge, to the port of Philadelphia, and there deliver her, together with the accompanying papers (which were all that were found on board) and the persons retained as witnesses, to the judge of the U. S. district court, or to the U. S. prize commissioners at that place, taking his or their receipt for the same. You will not deliver either her, the papers or the witnesses to the order of any other person or
2 parties, unless directed to act otherwise by the Navy Department or flag-officer commanding the squadron.

The Bermuda was seized by this vessel, under my command, on the 27th day of April, 1862, off this port, for violating the rules governing the blockade at present instituted by the United States: and of the circumstances attending the case you are sufficiently aware, and will communicate them when required to do so by competent authority.

On your arrival Philadelphia, and immediately after you have visited the judge or prize commissioners, you will call upon the U. S. district attorney thereat, show him these instructions, and give him any information concerning the seizure he may solicit. Then you will next report yourself in person to the commanding officer of the navy yard thereat, show him also these instructions, and ask his directions, when needed, as to the disposition of yourself and the rest constituting the prize crew. Finally, when duly notified by the judge, prize commissioners, or district attorney, that your services are no longer wanted by the court, you will at once return to your vessel, taking with you the men under your command and the receipt above alluded to, unless otherwise ordered by superior authority.

3 You will receive herewith a communication for the Secretary of the Navy, giving him a detailed account of the seizure. This you will mail immediately on your arrival at Philadelphia.

Your attention is called to the annexed "circular," lately issued from the Navy Department, to which have been added since it was issued the words in the last paragraph, beginning with "together with

a descriptive list," &c., which you will see is complied with in every particular before sailing with your prize.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commanding U. S. S. Mercedita.

To Lieut. T. ABBOTT,
Com. Prize St'r Bermuda.

Whereupon, on the said third day of May, A. D. 1862, it is ordered that this case be referred to Henry Flanders, esq., and Captain John Gallagher, and each of them to take the examination of witnesses in *preparatorio*, and to report their and each of their acts in the premises.

And afterwards, to wit, on the fifth day of May, A. D. 1862, it is ordered that the marshal take possession of the said steamer under the direction of the prize commissioners.

4 In the district court of the United States in and for the eastern district of Pennsylvania.

Be it remembered that on the ninth day of May, A. D. 1862, George A. Coffey, esquire, attorney of the United States for the said district, appears in open court and presents the libel of the United States of America against the steamer Bermuda, her tackle, apparel and furniture, and the goods, wares and merchandize laden on board thereof, and the same being read is in the words following, to wit:

In the district court of the United States for the eastern district of Pennsylvania.

UNITED STATES *vs.* STEAMER BERMUDA, her tackle, apparel and furniture, and the goods, wares and merchandize laden thereon.	In admiralty.—Prize.

This ninth day of May, in the year 1862, George A. Coffey, attorney of the United States for the said district, who in this cause prosecutes on behalf of the United States, by all lawful ways and means, and to all effects in law alleges and propounds articulately as follows, viz:

1. The inhabitants and authorities of the State of South Carolina, as well as of divers adjoining States, as well now as since the 12th day of April, 1861, have and do oppose the laws of the United States, and obstruct the execution thereof, by combinations too powerful to be suppressed by the ordinary course of judicial proceedings, or by the powers vested in the marshals by law; and since the said date have been and are in a state of insurrection, hostility and war against the United States; and the President of the United States issued his proclamations on the 19th and 27th days of April, 1861, declaring a blockade of the ports of the said State of South Carolina and the

said adjoining States, which blockade was then and ever since has been actually established and maintained.

5 2. That the said steamer "Bermuda," whereof Charles William Westendorff is master, her tackle, apparel and furniture, and the goods, wares and merchandize laden on board thereof, were on the 27th day of April, 1862, taken and seized on the high seas, about seven miles from Abaco light-house, by the United States steamer or vessel-of-war called the "Mercedita," under command of Captain H. S. Stellwagen, of the navy of the United States, said steamer then and there being one of the Atlantic naval squadron, under command of Flag-Officer McKean, blockading the ports and coast of South Carolina, and the ports and coast of certain of said adjoining States, and were brought into the port of Philadelphia, in the said district.

3. At the time of the aforesaid seizure said steamer was about seven miles from Abaco light-house, and was violating, or attempting, or intending to violate, the blockade of a port or ports of the said State of South Carolina, or of a port or ports within the said adjoining States.

That the said steamer, and the goods, wares and merchandize laden on board thereof, were at the time of said seizure the property of enemies of the United States; and the said goods, wares and merchandize were contraband of war, and were intended for and capable of giving aid and comfort to the said insurgents, traitors and enemies of the United States; and the said steamer, her goods, wares and merchandize, as so doing and being, or otherwise, are liable to confiscation and condemnation, and ought to be confiscated as lawful prize.

4. Due proof being made of all the premises, proponent prays right and justice to be effectually done in the premises, and that the usual process of monition and warrant of attachment in this behalf be issued, and that the said steamer, her tackle, apparel and furniture, and the goods, wares and merchandize laden on board

6 thereof, and so as aforesaid seized and taken, be pronounced to have been violating said blockade, and the lawful regulations establishing it, and to be the property of insurgents, traitors and enemies of the United States, to be contraband of war, and to be intended for and capable of giving aid and comfort to said insurgents, traitors and enemies of the United States; and as such, or otherwise, liable to confiscation and condemnation, and be condemned as lawful prize, as having been taken, as aforesaid, to be disposed and distributed according to law.

GEO. A. COFFEY,
United States Attorney,
Per J. HUBLEY ASHTON,
Assist. United States Attorney.

Whereupon process of attachment and monition are issued as follows:

7 *Monition.*

UNITED STATES,
Eastern District of Pennsylvania, sct:

The President of the United States to the marshal of the eastern district of Pennsylvania, greeting:

[SEAL.] Whereas the district court of the United States in and for the eastern district of Pennsylvania, rightly and duly proceeding on a libel, filed in the name of the United States of America, hath decreed all persons in general who have, or pretend to have any right, title or interest in the steamer "Bermuda," whereof Charles Midian Westendorff is master, her tackle, apparel and furniture, and the goods, wares and merchandize laden on board thereof, captured by the United States steamer or vessel-of-war called Mercedita, under command of H. S. Stellwaggen, to be monished, cited, and called to judgment, at the time and place underwritten, and to the effect hereafter expressed, (justice so requiring.) You are therefore charged and strictly enjoined and commanded that you omit not, but that by publishing these presents in at least two of the daily newspapers printed and published in the city of Philadelphia, and in the Legal Intelligencer, you do monish and cite, or cause to be monished and cited, peremptorily, all persons in general who have, or pretend to have any right, title, or interest in the said steamer Bermuda, her tackle, apparel and furniture, and the goods, wares and merchandize laden on board thereof, to appear before the honorable John Cadwalader, the judge of the said court, at the district court-room, in the city of Philadelphia, on the twentieth day after publication of these presents, if it be a court day, or else on the next court day following, between the usual hours of hearing causes, then and there to show, or allege, in due form of law, a reasonable and lawful excuse, if any they have, why the said steamer "Bermuda," her tackle, apparel and furniture, and the goods, wares and merchandize laden on board thereof, should not be pronounced to belong, at the time of the capture of the same, to the enemies of the United States, and as goods of their enemies or otherwise liable and subject to condemnation, to be adjudged and condemned as good and lawful prizes; and further to do and receive in this behalf as to justice shall appertain. And that you duly intimate, or cause to be intimated, unto all persons aforesaid, generally, (to whom by the tenor of these presents it is also intimated,) that if they shall not appear at the time and place above mentioned, or appear and shall not show a reasonable and lawful cause to the contrary, then said district court doth intend and will proceed to adjudication on the said capture, and may pronounce that the said steamer Bermuda, her tackle, apparel and furniture, and the goods, wares and merchandise laden on board thereof did belong, at the time of the capture of the same, to the enemies of the United States of America, and as goods of their enemies, or otherwise, liable and subject to confiscation and condemnation, to be adjudged and condemned as lawful prize, the absence or rather contu-

macy of the persons so cited and intimated in anywise notwithstanding, and that you duly certify to the said district court what you shall do in the premises, together with these presents.

Witness the honorable John Cadwalader, judge of the said court, at Philadelphia, this ninth day of May, A. D. 1862, and in the eighty-sixth year of the independence of the said United States.

CHAS. S. LINCOLN,
Pro. Cl'k D. C.

I, William Millward, U. S. marshal for the eastern district of Pennsylvania, in obedience to the within monition, do report and say that I have executed the same as I am commanded, by publishing the same in two or more daily newspapers published in the city of Philadelphia, to wit: in the Press and Bulletin, and in the Legal Intelligencer, on the twelfth day of May, A. D. 1862, and also by placing a copy on board of the within named steamer Bermuda.

So answers,

WILLIAM MILLWARD,
U. S. Marshal.
Per THOS. B. PATTERSON,
Dep't. Marshal.

8 *Attachment.*

UNITED STATES,
Eastern District of Pennsylvania, sct:

The President of the United States to the marshal of the eastern district of Pennsylvania, greeting:

[SEAL.] Whereas the district court of the United States, in and for the eastern district of Pennsylvania, in a certain cause of prize, moved and prosecuted in the said court in the name of the United States, against the steamer "Bermuda," whereof Charles Midian Westendorff is master, her tackle, apparel and furniture, and the goods, wares and merchandize laden on board thereof, captured by the United States steamer or vessel-of-war called Mercedita, under the command of H. S. Stellwaggen, as prize, and brought into the port of Philadelphia, in the eastern district of Pennsylvania, rightly and duly proceeding on the day of the date hereof upon the libel filed on the behalf of the United States by the attorney of the United States for said district, hath decreed the arrest of the said steamer "Bermuda," her tackle, apparel and furniture, and the goods, wares and merchandize laden on board thereof.

Thereupon we do hereby empower and strictly command you that you omit not, but that you arrest, or cause to be arrested, the said steamer "Bermuda," her tackle, apparel and furniture, and the goods, wares and merchandize laden on board thereof, wheresoever you shall find the same, and the same so arrested you keep under safe and secure arrest until the further order of the said district

court, and that you duly certify to the said district court what you shall do in the premises, together with these presents.

Witness the honorable John Cadwalader, judge of the said district court, at Philadelphia, the ninth day of May, in the year of our Lord one thousand eight hundred and sixty-two, and in the eighty-year of the independence of the said United States.

CHAS. S. LINCOLN,
Pro. Cl'k Dist. Ct.

MAY 12*th*, 1862.

By virtue of the within writ, I have arrested, seized, and attached the within-named steamer Bermuda, her tackle, apparel and furniture and cargo laden on board, and have the same in my custody.

So answers.

WILLIAM MILLWARD,
U. S. Marshal.
Per THOS. B. PATTERSON,
Dep't. Marshal.

And now, this sixteenth day of May, A. D. 1862, proclamation is openly made that if any one hath aught to say why the said steamer, her tackle, apparel and furniture, and the cargo laden on board thereof, should not be condemned as forfeited for the causes in the said libel set forth and contained, he may appear and he shall be heard, and no person thereupon appears.

Afterwards, to wit, on the twentieth day of May, A. D. 1862, George M. Wharton, esquire, a proctor and advocate of said court, also appears in said court and presents a claim to the said steamer Bermuda and the cargo laden on board thereof, which said claim, being read, is in the words and figures following, to wit:

In the district court of the United States in and for the eastern dist. of Pennsylvania.

THE UNITED STATES OF AMERICA
vs.
THE STEAMER BERMUDA AND CARGO. } In admiralty.

Charles William Westendorff, late master of the steamer Bermuda, in the name and on behalf of Edwin Haigh, sole owner thereof, a subject of the Queen of Great Britain, resident in the town of Liverpool, England, and intervening for the interest of said Haigh in said ship, appears before this honorable court and makes claim to the said steamer, and also on behalf of the several owners of the goods, wares and merchandize laden on board thereof, which said last named owners are to the said master unknown, but whom he believes to be also British subjects, and to protect whose interests he now appears, makes claim to the said merchandize, constituting the cargo of said steamer, as the same are arrested by the marshal under process of this court, at the instance of the United States of America.

And the said Westendorff avers that the said Edwin Haigh is the true, lawful, and bona fide owner of said steamer, which is a British built and registered vessel, of the burden of seven hundred and seventeen tons; that said Haigh resides in Liverpool, in the kingdom of England, and is a British subject, and that no other person is owner of or interested in said vessel. She belongs to Liverpool aforesaid. That said steamer sailed from said Liverpool, England, on or about the first day of March last past, under a British registry, and conforming in all things to the laws and regulations of that kingdom, touching the vessel, her lading, and her intended voyage, having on board the cargo, which is in part the subject of this claim, and bound to Bermuda, one of the colonial possessions of the British crown.

She arrived at Bermuda on the nineteenth day of that month, and lay there with her cargo on board during the space of five weeks and under instructions from one N. T. Butterfield, of Bermuda, and sailed thence on or about April 23rd following, laden as aforesaid, for Nassau, New Providence, another possession of the said British crown, there to discharge. From Nassau she was to return to England.

While on the said voyage and in the due prosecution of the same, and being about seven miles from Abaco light-house and within British waters, said vessel was forcibly seized and wrongfully captured by an armed United States vessel-of-war, "The Mercedita," under the command of Captain Stellwagen, an officer of the navy of the United States of America, and by means of a prize crew, then and there placed on board, was forcibly brought with her said cargo to the port of Philadelphia.

11 That said vessel did at the commencement of her said voyage belong to the said Edwin Haigh, as aforesaid, and will, if restored, belong to him. And the said Westendorff further avers that said steamer had no destination either for herself or cargo when she left Liverpool or afterwards except for Bermuda in the first instance and ultimately for Nassau; that to the best of his knowledge and belief the said cargo was shipped and owned by British subjects and on British account, and not by, for, or on account of any person or persons resident in the insurrectionary States or any of them, nor for the use or benefit of any such person or persons; nor will the same, if restored, belong to any such persons, but, on the contrary, as respondent believes, will, if restored, belong to British subjects.

And the said claimant further avers that neither the said vessel, nor the said cargo, nor any part of it was, at the time of said seizure, the property of enemies of the United States, nor was the same or either of them or any part thereof, so far as the claimant knows or the said voyage was concerned, intended for or designed to give aid or comfort to the insurgents and traitors in the United States or to her enemies, nor was the said steamer engaged in violating or attempting to violate, nor did she intend to violate any blockade of any port or ports in the United States, nor to introduce into any part of the same articles contraband of war.

Wherefore he prays to be admitted to defend accordingly, and that the said vessel and cargo be discharged from arrest and restored to

the undersigned for the said claimants, and that proper damages, with costs, be adjudged and paid to them for the wrong suffered.

C. WM. WESTENDORFF.

Subscribed and sworn to as true before me May 20th, A. D. 1862.

G. R. FOX, *Clerk D. C. U. S.*
G. M. WHARTON, *Proctor.*

12 And upon the same day the said proctor and advocate of the claimants presents the test affidavit of Charles William Westendorff, which affidavit, being read, is in the words and figures following, to wit:

UNITED STATES
vs.
STEAMER BERMUDA and Cargo. } D. C. U. S. E. D. of Penna.—In admiralty.

Charles William Westendorff being duly sworn, saith: That he was late master of the steamer Bermuda, duly licensed and qualified, and would have continued such master until the termination of her voyage but for his forcible removal, as hereinafter mentioned.

That he took charge of the vessel at West Hartlepool, England, on or about the 20th day of January last past, in order to proceed to Liverpool to load. While laying there deponent was engaged for a voyage from Liverpool to Bermuda, there to await orders.

The Bermuda was British built and was owned solely by one Edwin Haigh, a British subject, then and now resident at Liverpool, no other person having, as deponent believes, any interest in her. She sailed under a British registry, and in all things connected with her ownership, lading and voyage, conformed, as deponent also believes, to the laws of England. She was laden at Liverpool for the voyage aforesaid, under a charter or contract of some kind between Messrs. Fraser, Trenholm & Co., and Mr. Haigh, the owner, with cannon, powder, dry goods, hardware, tea, coffee and other articles of general merchandize to be delivered to the order of the shippers.

Deponent was directed to receive the instructions and place himself under the care of Mr. N. T. Butterfield, of Hamilton, Bermuda. She sailed from Liverpool on the first day of March, A. D. 1862, bound to Bermuda, one of the British islands, and arrived there on or about the 19th day of that month. There she remained five weeks waiting for orders, and took in a small quantity of tea, coffee, bagging and bale rope. Having received orders from the aforesaid N.
13 T. Butterfield, of that place, to proceed to Nassau, New Providence, also a possession of the British crown, in the West Indies, and there to discharge, deponent sailed from Bermuda for Nassau on or about April 23rd, with instructions to report to Messrs. Adderly & Company, of the latter place. From Nassau the ship was to return to Liverpool. While on the said trip and when about seven miles distant from Abaco light-house, standing southwest half south, on the island of Abaco, also a British possession and within sight of the land, and within British waters, and while on the direct course

for Nassau, which was about 45 miles distant, the Bermuda was spoken by the United States steamer Mercedita, an armed vessel of the navy of the United States, under the command of H. S. Stellwagen, a captain in said navy, who fired a blank shot and afterwards a shell at the Bermuda, and compelled her to heave-to. A boat's crew with an officer was sent on board. A seizure was made of the ship's papers, she was searched, possession was taken of her, and a prize crew being placed on board she was ordered to Philadelphia, where she subsequently arrived on the 3rd of May, inst.

During the search deponent was told by Captain Stellwagen that he had orders to capture the Bermuda wherever he met her. When first boarded the British ensign, which had been used during the voyage, was still flying on the Bermuda, and she was ordered to accompany the Mercedita off shore. This she did, and when about 25 or 30 miles from the land the British flag was hauled down and the prize crew put on board, and the Bermuda's crew taken off, with the exception of the deponent, the mate, steward and stewardess, and one seaman.

Deponent further states that to the best of his knowledge and belief the said voyage was a lawful, commercial enterprise; that no law of the United States or of Great Britain, nor any rule or custom of the law of nations was violated or intended to be violated; 14 that no attempt was made, nor was it at any time intended, to run or break any blockade established by the government of the United States, or so far as deponent knows or his said voyage was concerned, to introduce into any of the insurrectionary ports of the United States any articles contraband of war, or to supply goods to, or to give aid or comfort to any of the enemies of the United States, or to any of the insurgents or traitors therein, nor at the time of the said seizure was the said vessel or her cargo, or any part of either, the property of the enemies of the United States.

C. WM. WESTENDORFF.

Sworn to and subscribed before me this twentieth day of May, A. D. 1862.

G. R. FOX, *Clerk D. C. U. S.*

Afterwards, to wit, on the twenty-third day of May, A. D. 1862, proclamation is again made that if any one hath aught to say why the said steamer Bermuda, her tackle, apparel and furniture, and the cargo laden on board thereof, should not be condemned as forfeited for the causes in the said libel set forth, he may appear, and no person thereupon appears, other than those who have already appeared.

Afterwards, to wit, on the thirtieth day of May, A. D. 1862, proclamation is again openly made as before, and no person thereupon appears, other than those who have already appeared.

15 *Examination in preparatorio.*

District court of the United States within and for the eastern district of Pennsylvania.

In the matter of the prize steamer Bermuda.

Treret Abbott, lieutenant in the navy of the United States, and prize master in charge of the said steamer, being first sworn, deposes and says: That he is chief officer in charge of the said prize, and was present when she was taken: that she was taken at about fifteen miles northeast by east from the Hole in the Wall; that the papers, documents, log and account books, marked and enumerated by Henry Flanders, commissioner in this case, from No. 1 to No. 93, inclusive, are the papers, documents, log and account books, found on board, and with the said prize, and are delivered to the said commissioner as they were found, without any fraud, addition, subduction, or embezzlement. And the deponent further swears: That he knows of no papers being missing which are connected with the said prize, further than he has understood that papers were thrown overboard, at or about the time of the capture, by persons on board the captured vessel; and if at any time hereafter, before the final condemnation or acquittal of the said property, any other papers relating to the same shall be found or discovered to the knowledge of this deponent, they they shall be delivered up, or information given to the commissioner, or to the court.

T. ABBOTT,
Lieutenant U. S. Navy.

Sworn and subscribed before me this 5th day of May, 1862.
HENRY FLANDERS,
Commissioner.

16 In the district court of the United States within and for the eastern district of Pennsylvania.

In the matter of the prize steamer Bermuda.

Charles William Westendorff, master of the said steamer, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows:

I was born in Charleston, South Carolina, I am now a citizen of the confederate States, I reside at Charleston. I am not interested in the captured vessel, her cargo, or voyage in any other capacity than as master.

To the second interrogatory he answers and says: I was present at the capture in question, being in command of the captured vessel. It was made on the 21st day of April, last, at about a quarter before six o'clock in the morning, and at Abaco light-house, bearing southwest half south, distance about seven or eight miles. The alleged

cause of the capture was that the Bermuda was one of the vessels that he had upon his list, that is, that the captain of the U. S. steamer Mercedita had upon his list, and was ordered to look out for her. The captured vessel had an English register, and sailed under the English flag. No resistance was made at the time of the capture, and no other ships and vessels were in sight.

To the third interrogatory he answers and says: I am the master of the captured vessel, as stated in my answer to the first interrogatory. Mr. Edwin Haigh is the owner of the captured vessel—I do not know were he was born, but he resides at Liverpool, England, and is a British subject, to the best of my knowledge and belief.

17 To the fourth interrogatory he answers as follows: The name of the captured vessel is Bermuda. Her tonnage exclusive of the engine-room, is seven hundred and seventeen tons, (717,) British measure. She was built at Stockton, England. Her officers and crew, all told, are twenty-eight; the shipping articles also contain the names of the passengers on board, in consequence of the law requiring that a vessel before taking passengers should be inspected, and as this would require a week's time, we obviated the difficulty by putting their names on the shipping articles. There was no supercargo, merchant, agent, or accountant on board. The vessel was not armed, with the exception of a six-pounder, which was on board as the signal gun. She had not on board any documents of the kind here inquired of.

To the fifth interrogatory he answers and says: The captured vessel sailed on her present voyage from Liverpool, England; she was bound to Bermuda, to the port of Hamilton in that island, but finding on my arrival there that there was not water enough to admit my vessel, I proceeded to St. George's, in the same island, for further instructions from the agent of the vessel at Bermuda. The name of this agent is N. T. Butterfield. I was to act upon the instructions he might give me upon my arrival at Bermuda. Her cargo [illegible] of sailing on the voyage was an assorted cargo, consi[illegible] goods, hardware, cannon, powder, tea, coffee, leather, gl[illegible] carriages, medicines, cotton bagging, and perhaps otl[illegible] which I cannot now recollect. It was the same at the capture, with the exception of one hundred and forty- coffee, two hundred and seventeen chests of tea, about of bagging, and about seventy-five coils of bale rope, w on board from the British ship Ella, at the port of St. Bermuda. At St. George's I received a letter from Mr the agent of the ship above mentioned, enclosing copi[illegible] ters from John Fraser & Co., of Charleston, S[illegible]

18 said letters from John Fraser & Co. contained [illegible] and in language substantially as follows: "Say to Captain Westendorff to take what light stuff he could from the Ella and proceed to Nassau, and there report to Messrs. Adderly & Co." In pursuance of this order from the said John Fraser & Co., I proceeded on the voyage to Nassau. The cargo, with the exception of that taken from the Ella, was put on board at Liverpool. It was put on

15 *Examination in preparatorio.*

District court of the United States within and for the eastern district of Pennsylvania.

In the matter of the prize steamer Bermuda.

Treret Abbott, lieutenant in the navy of the United States, and prize master in charge of the said steamer, being first sworn, deposes and says: That he is chief officer in charge of the said prize, and was present when she was taken; that she was taken at about fifteen miles northeast by east from the Hole in the Wall; that the papers, documents, log and account books, marked and enumerated by Henry Flanders, commissioner in this case, from No. 1 to No. 93, inclusive, are the papers, documents, log and account books, found on board, and with the said prize, and are delivered to the said commissioner as they were found, without any fraud, addition, subduction, or embezzlement. And the deponent further swears: That he knows of no papers being missing which are connected with the said prize, further than he has understood that papers were thrown overboard, at or about the time of the capture, by persons on board the captured vessel; and if at any time hereafter, before the final condemnation or acquittal of the said property, any other papers relating to the same shall be found or discovered to the knowledge of this deponent, they they shall be delivered up, or information given to the commissioner, or to the court.

T. ABBOTT,
Lieutenant U. S. Navy.

Sworn and subscribed before me this 5th day of May, 1862.
HENRY FLANDERS,
Commissioner.

16 In the district court of the United States within and for the eastern district of Pennsylvania.

In the matter of the prize steamer Bermuda.

Charles William Westendorff, master of the said steamer, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows:

I was born in Charleston, South Carolina, I am now a citizen of the confederate States, I reside at Charleston. I am not interested in the captured vessel, her cargo, or voyage in any other capacity than as master.

To the second interrogatory he answers and says: I was present at the capture in question, being in command of the captured vessel. It was made on the 21st day of April, last, at about a quarter before six o'clock in the morning, and at Abaco light-house, bearing southwest half south, distance about seven or eight miles. The alleged

cause of the capture was that the Bermuda was one of the vessels that he had upon his list, that is, that the captain of the U. S. steamer Mercedita had upon his list, and was ordered to look out for her. The captured vessel had an English register, and sailed under the English flag. No resistance was made at the time of the capture, and no other ships and vessels were in sight.

To the third interrogatory he answers and says: I am the master of the captured vessel, as stated in my answer to the first interrogatory. Mr. Edwin Haigh is the owner of the captured vessel—I do not know were he was born, but he resides at Liverpool, England, and is a British subject, to the best of my knowledge and belief.

17 To the fourth interrogatory he answers as follows: The name of the captured vessel is Bermuda. Her tonnage exclusive of the engine-room, is seven hundred and seventeen tons, (717,) British measure. She was built at Stockton, England. Her officers and crew, all told, are twenty-eight; the shipping articles also contain the names of the passengers on board, in consequence of the law requiring that a vessel before taking passengers should be inspected, and as this would require a week's time, we obviated the difficulty by putting their names on the shipping articles. There was no supercargo, merchant, agent, or accountant on board. The vessel was not armed, with the exception of a six-pounder, which was on board as the signal gun. She had not on board any documents of the kind here inquired of.

To the fifth interrogatory he answers and says: The captured vessel sailed on her present voyage from Liverpool, England; she was bound to Bermuda, to the port of Hamilton in that island, but finding on my arrival there that there was not water enough to admit my vessel, I proceeded to St. George's, in the same island, for further instructions from the agent of the vessel at Bermuda. The name of this agent is N. T. Butterfield. I was to act upon the instructions he might give me upon my arrival at Bermuda. Her cargo at the time of sailing on the voyage was an assorted cargo, consisting of dry goods, hardware, cannon, powder, tea, coffee, leather, glass, tin, gun carriages, medicines, cotton bagging, and perhaps other articles, which I cannot now recollect. It was the same at the time of the capture, with the exception of one hundred and forty-six bags of coffee, two hundred and seventeen chests of tea, about eighty bales of bagging, and about seventy-five coils of bale rope, which we took on board from the British ship Ella, at the port of St. George's, in Bermuda. At St. George's I received a letter from Mr. Butterfield, the agent of the ship above mentioned, enclosing copies of two letters from John Fraser & Co., of Charleston, S. C. One of

18 said letters from John Fraser & Co. contained this request, and in language substantially as follows: "Say to Captain Westendorff to take what light stuff he could from the Ella and proceed to Nassau, and there report to Messrs. Adderly & Co." In pursuance of this order from the said John Fraser & Co., I proceeded on the voyage to Nassau. The cargo, with the exception of that taken from the Ella, was put on board at Liverpool. It was put on

board during the month of February last, and is the growth, produce, or manufacture of Great Britain, with the exception of the tea and coffee. To the best of my knowledge and belief the funds for the purchase of the cargo were supplied by the shippers of it, whose names respectively appear on the manifest. I know nothing of the laders, owners or consignees of the cargo other than what appears in the manifest. I do not know who are the true owners, or who would have been the true owners of the cargo, if I had or should deliver it at the port of destination.

To the sixth interrogatory he answers as follows: I do not know the exact number of bills of lading, receipts or invoices, which I signed for the respective shipments of the cargo, the number, however, was large. There was no endorsement or transfer of the said bills of lading, receipts, or invoices. I do not know to whom the respective shipments were deliverable other than to Adderly & Co., at Nassau. All the letters, papers and other instruments of writing which we had on board, at the time of sailing on the voyage, were given up at the time of the capture, with the exception of two small boxes and a package, which I understood contained postage stamps, and a bag which I had understood contained letters, and which I was instructed to destroy in case of capture. The two boxes were thrown overboard, and the bag was burned by my orders and in pursuance of my instructions. There are no papers of the kind here inquired of in any county or place to my knowledge or belief.

19 To the seventh interrogatory he answers and says: Bulk was not broken during the voyage, nor has it been since the capture.

To the eighth interrogatory he answers as follows: There were six passengers on board at the time of the capture; there were twelve on board from Liverpool to St. George's, Bermuda. Their names were as follows: J. Izard Pringle, J. Izard Pringle, jr., Poinsett Pringle, Arthur Huger, William E. Sparkman, Mr. McHugh, George Dunn, Mr. Embleton, Mr. Keeling, Mr. McFarland, Mr. Gellatly.

The Messrs. Pringle were of Charleston, South Carolina, as well as Mr. Huger and Mr. Sparkman. Mr. McHugh, I think, has resided at Savannah, but he is a British subject; all the others are British subjects, but I do not know where they reside; they reside, however, in some part of Great Britain. None of these passengers held any commission. They were not secreted at the time of the capture. They were all taken on board at Liverpool on the first of March last. The destination of the passengers now on board was Nassau. I do not know their business there, but I have heard them say that they wished to get to the south. I presume they paid passage money, but the business was transacted at the office of Fraser, Trenholm & Co., at Liverpool. I had no knowledge of it. From Bermuda to Nassau, they agreed to pay twenty-five dollars each upon our arrival at Nassau. None of these passengers had any authority, directly or indirectly, regarding the ship or cargo. There were no officers, soldiers, or marines, secreted on board of her during any part of the voyage.

To the ninth interrogatory he answers as follows: I have no other knowledge or belief regarding the matters here inquired of than what I have already stated.

To the tenth interrogatory he answers as follows: I saw no blockading vessel or vessels, having been captured at sea by the Mercedita, as already stated.

20 To the eleventh interrogatory he answers as follows: No notice or warning was given to the captured vessel by any blockading vessel or vessels.

C. WM. WESTENDORFF.

Sworn and subscribed before me this 5th day of May, 1862.

HENRY FLANDERS,
Commissioner.

Edward Charles Reed, mate of the said captured steamer, being first duly *sworn*, deposes and says, in answer to the first interrogatory, as follows: I was born in Prussia; I am now a citizen of the State of South Carolina, but at present I reside in Liverpool, England, where my family now are. I was naturalized as a citizen of the United States at Charleston, S. C., in the year 1856; I am not interested in the captured vessel, her cargo or voyage, in any capacity other than as mate on board.

To the second interrogatory he answers as follows: I was present at the capture in question in my capacity of mate. It was made on the morning of the 27th day of April, about eight miles from Abaco light-house, the said light-house bearing southwest by south. I do not know the cause or alleged cause of the capture. The captured vessel sailed under the English flag; no resistance was made at the time of the capture, and on other ships and vessels were in sight.

To the third interrogatory he answers as follows: The name of the master of the captured vessel is William Westendorff. He was born in Charleston, S. C.; I do not know of what country he is now a citizen or subject, nor do I know where he generally resides, not having known him previous to the present voyage. I do not know the names of the owners of the captured vessel.

21 To the fourth interrogatory he answers as follows: Bermuda is the name of the captured vessel; her tonnage is 716 $\frac{30}{100}$ tons, British measure. She was built at Stockton, England; her officers and crew, all told, are twenty-eight. There was no supercargo, merchant, clerk, agent, or accountant on board to my knowledge. The vessel was not armed; she had on board only her regular pape s, and none of the kind been inquired of, so far as I know.

To the fifth interrogatory he answers as follows: We sailed from Liverpool on the present voyage; we were bound to Bermuda, and thence to any of the other British West India islands, to Canada or the United States, and back to any port of discharge in the United Kingdom. Her cargo at the time of sailing on the voyage was general merchandise, together with cannon, powder and shot. It was not the same at the time of the capture; a quantity of tea, coffee and

Dundee bagging having been taken on board at Bermuda. It was taken out of the British ship Ella. With the exception of what was taken out of the Ella, the cargo was put on board at Liverpool, England. It was put on board during the month of February, the guns and ammunition, as well as the other portions of the cargo, being put on board openly. I do not know out of what funds it was purchased. The agents in Liverpool were Fraser, Trenholm & Co. The laders were different houses in Liverpool, but the cargo was put on board under the direction of Fraser, Trenholm & Co., of Liverpool. I do know who are the owners of the cargo, nor who were the consignees, but the captain told me in Bermuda that it was to be delivered in Nassau to order.

To the sixth interrogatory he answers and says: I have no knowledge of the matters here enquired of, except that three tin boxes were thrown overboard by the second mate about the time of the capture. The captain ordered me to throw them overboard; I gave them to the second mate who did throw them overboard.

22 To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage, nor since the capture.

To the eighth interrogatory he answers as follows: There were twelve passengers on board at the commencement of the voyage, six of them landed at Bermuda, and there are six on board. I do not know the names of those who landed at Bermuda, nor anything concerning them here enquired of, except that they are British subjects. Those on board are Mr. Pringle and his two sons, Mr. Huger, Mr. Sparkman, and Mr. McHugh. They were taken on board at Liverpool, and were destined for Bermuda; they landed at Bermuda, but upon the ship receiving orders to proceed to Nassau, they rejoined the ship in order to go there. I do not know whether any of these passengers paid anything for their passage except Mr. McHugh; he showed me his receipt. He paid, I think, thirty pounds for his passage to Bermuda; none of the passengers had any authority, directly or indirectly, regarding the ship or cargo.

To the ninth interrogatory he answers as follows: I have no other knowledge or belief regarding the matters here inquired of than what I have already stated.

To the tenth interrogatory he answers as follows: I have been in the captured vessel since she was launched. Her first voyage was to Savannah, but neither in going in or coming out did we see any blockading vessel or vessels, nor have I seen any during this or any other voyage.

To the eleventh interrogatory he answers and says: We received no warning or notice from any blockading vessel or vessels at any time.

EDWARD CHARLES REED.

Sworn and subscribed before me this 5th day of May, 1862.

HENRY FLANDERS, *Commissioner.*

23 Charles Van Buren Westendorf, a hand on board, being first duly sworn, deposes and says, in answer to the first inter-

rogatory, as follows: I was born in Charleston, S. C.; I am now a citizen of the confederate States; I reside at Charleston, S. C.; I have no interest in the captured vessel, her cargo, or voyage, in any capacity whatever.

To the second interrogatory he answers as follows: I was present at the capture in question, in my capacity of a hand on board. It was made between seven and eight miles from Abaco light; but as I am unacquainted with the compass I do not know how we were bearing at the time. It was made on Sunday, the 27th day of April, about six o'clock in the morning. The officer who boarded us assigned no reason for the capture, so far as I know; but I understood from the sailors of the captured vessel that the captain had a list of vessels which he was ordered to capture, and the Bermuda was one of them. We sailed under the English flag; no resistance was made at the time of the capture, and no other ships were in sight; that is, I saw none.

To the third interrogatory he answers and says: The master of the captured vessel is Charles William Westendorff. He was born in Charleston, S. C., and is now a citizen of the confederate States. He resides at Charleston, S. C. I do not know who are the owners of the captured vessel.

To the fourth interrogatory he answers as follows: The name of the captured vessel is Bermuda. Her tonnage is about 716 tons, British measure. She was built, I believe, at Stockton, England. Her officers and crew, all told, are twenty-eight. There was no supercargo, merchant, agent, clerk, or accountant on board, to the best of my knowledge. In Liverpool I acted as clerk, to take an account of cargo. The said vessel was not armed, except that there is a
24 small cannon on deck. She had none of the papers on board of the kind here enquired of, to my knowledge.

To the fifth interrogatory he answers as follows: The captured vessel sailed on the present voyage from Liverpool, England. She was bound to Bermuda; and thence to Nassau. Her cargo, at the time of sailing on the voyage, consisted of cannon, gun carriages, powder, boxes of shells, dry goods, leather, bales of blankets, boots and shoes, hardware, coffee, tea, coils of rope, saltpetre, and articles for dyeing. It consisted of the same at the time of the capture, with the exception of bagging, tea, coffee, and rope, which we took on at St. George's, Bermuda, from the British ship Ella. The agent of the vessel in Liverpool was Fraser, Trenholm & Co., who are a branch of the house, I think, of John Fraser & Co, of Charleston, S. C. The cargo was put on board at Liverpool, with the exception of that portion which we took from the ship Ella above mentioned. It was put on board during the month of February, perhaps a portion of it during the last days of January. It was the growth, produce, or manufacture of Great Britain, with the exception of the tea and coffee. I do not know out of what funds it was purchased. The laders of the greater portion of the cargo are Fraser, Trenholm & Co., of Liverpool. I do not know who are the owners of it, nor who are the consignees, nor do I know who would have been or would be the true

owners of said cargo if it had been or should be delivered at the port of destination.

To the sixth interrogatory he answers and says: I know nothing of the matters here enquired of, except that by the orders of my brother, Captain Westendorff, I burnt, after the vessel had been boarded, a bag which I supposed contained letters and papers, although I have no knowledge of its contents. I understood, too, that a tin box was thrown overboard; there might have been two of these boxes;
25 but I am not certain. They were thrown overboard, I presume, by the orders of the captain.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage in which we were taken, nor has it been since the capture.

To the eighth interrogatory he answers and says: On sailing from Liverpool we had twelve passengers, six of them landed at Bermuda, and six were on board at the time of the capture. I do not know the names of the first six, with one exception. The name of the one was Dunn. They were all British subjects. The names of those on board at the time of the capture are as follows: Three Messrs. Pringles, Mr. Huger, Mr. Sparkman, and Mr. McHugh. They all came on board at Liverpool, and were to leave the ship at Bermuda, but having orders to proceed to Nassau, they went on with us. The Pringles, I believe, reside at Charleston; Mr. Sparkman resides in South Carolina, but I do not know the residence of the others. To the best of my knowledge and belief, the real purpose of these passengers in going to Nassau was to get into the southern States. I do not know whether they paid any passage money, nor whether they held any commission; nor whether they have any property, concern or authority regarding the ship or cargo, directly or indirectly.

To the ninth interrogatory he answers as follows: I had no other knowledge or belief regarding the matters here enquired of than what I have already stated.

To the tenth interrogatory he answers as follows: I saw at no time any blockading vessel or vessels. This is my first voyage in the captured vessel.

To the eleventh interrogatory he answers as follows: No no-
26 tice or warning was given to the captured vessel, by any blockading vessel or vessels.

CHARLES VAN BUREN WESTENDORFF.

Sworn and subscribed before me this 6th day of May, 1862.

HENRY FLANDERS,
Commissioner.

Arthur Huger, a passenger on board, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows, to wit: I was born in Savannah, Georgia; I am a citizen of the confederate States; I reside on Savannah river, near Savanah; I have no interest in the captured vessel, her cargo, or voyage in any capacity whatever.

To the second interrogatory he answers as follows: I was present at the capture in question, being on board as a passenger. It was made about seven miles off Cape Abaco light-house, and on the 27th day of the last month. I suppose the capture was on account of what the vessel had on board, and I also understood that the captain of the Mercedita had orders to take the Bermuda wherever he found her. We sailed under the English flag. No resistance was made at the time of the capture, and no other ships were in sight at the time.

To the third interrogatory he answers as follows: Captain Westendorff is the master of the captured vessel. He was born, I think, in Charleston, S. C.; he is a citizen of South Carolina, I believe; I do not know where he resides; I have heard that Mr. Hays or Haigh is the owner of the captured vessel; he is a British subject; but I do not know where he was born or where he resides.

To the fourth interrogatory he answers as follows: Bermuda is the name of the captured vessel. I am not certain what her tonnage is. She was built at Stockton, England. I do not know the
27 number of her officers and crew. There was no supercargo, agent, clerk, merchant, or accountant on board. The vessel was not armed. I have no knowledge of the matters here enquired of.

To the fifth interrogatory he answers as follows: The captured vessel sailed from Liverpool, England. She was bound to Bermuda: after arriving at Bermuda she received orders, I believe, to proceed to Nassau. I do not know what cargo she had on board at the time of sailing on the voyage, nor have I any knowledge of the other matters here enquired of.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here enquired of except that I burnt a number of letters which were entrusted to me by Americans in Europe, and directed to persons in the south. They were private letters.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage, nor has it been since the capture.

To the eighth interrogatory he answers and says: I do not know the number of passengers on board when we sailed from Liverpool. Besides those now on board there were several Scotchmen who left the vessel at Bermuda. I have no knowledge of the matters here enquired of concerning them. There were six passengers on board at the time of the capture. Their names were as follows: Mr. Pringle and his two sons, Mr. McHugh, Mr. Sparkman and myself. They were not secreted at the time of the capture. They were destined in the first instance to Bermuda; but, as the vessel received orders to proceed to Nassau, we re-embarked in her. My object in going to Nassau was to find an opportunity to go home. I cannot speak for the others. None of the passengers, so far as I know, had
28 any concern, property or authority, either directly or indirectly, regarding the vessel and cargo.

To the ninth interrogatory he answers as follows: I have no other knowledge or belief regarding the matters here inquired of than what I have already stated.

2*

To the tenth interrogatory he answers as follows: The only vessel I saw was the U. S. ship Mercedita, which captured us off Abaco.

To the eleventh interrogatory he answers and says: No notice or warning was given the captured vessel by any blockading vessel.

ARTHUR HUGER.

Sworn and subscribed before me this 6th day of May, 1862.

HENRY FLANDERS,
Commissioner.

William Sparkman, a passenger on board, being first duly *sworn*, deposes and says, in answer to the first interrogatory, as follows: I was born in Plantersville, in South Carolina; I am now a citizen of the confederate States. I reside either at Charleston, S. C., or in Georgetown district, when at home; but for the last four years I have resided abroad. I am not interested in the captured vessel, her cargo or voyage, in any capacity whatever.

To the second interrogatory he answers as follows: I was present at the time of the capture, being a passenger on board the captured vessel. It was made on the 27th day of April last, and about seven miles off Abaco light-house. I heard the boarding officer say that the captain of the Mercedita had orders to capture the Bermuda wherever he found her. We sailed under the English flag. No resistance was made at the time of the capture, and no other ships were in sight.

29 To the third interrogatory he answers and says: Captain Westendorff is the master of the captured vessel. I do not know where he was born, nor of what country he is now a citizen or subject; but I think he is a Charlestonian. I do not know who are the owners of the captured vessel.

To the fourth interrogatory he answers and says: The name of the captured vessel is Bermuda. I have heard that her tonnage was seven hundred tons, but I have no certain knowledge. I do not know where she was built, nor can I state the number, all told, of the officers and crew. There was no supercargo, merchant, agent, clerk or accountant on board. The vessel was not armed. I have no knowledge of the matters here inquired of.

To the fifth interrogatory he answers as follows: The captured vessel sailed on her present voyage from Liverpool, England; she was bound to Bermuda. On her arrival at Bermuda she received orders, I suppose, to proceed to Nassau. I do not know what her cargo was when she sailed on the voyage. At the time of the capture an addition had been made of tea, coffee, and bagging. This portion of the cargo was taken on board at St. George's, Bermuda, from the ship Ella. I have no knowledge of the matters here inquired of.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of, except that I understood that a bag was burned after the captured vessel was hove to; the contents of this bag I do not know.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage, nor has it been since the capture that I am aware of.

To the eighth interrogatory he answers as follows: When
30 we sailed from Liverpool there were twelve passengers on board. Their names were as follows: Dunn, Gallertly, McFarland, Embleton, Keeling and Gemmell, three Messrs. Pringle, Mr. Huger, Mr. McHugh and myself. The first six left the vesssel at Bermuda. I think they were British subjects. I have no further knowledge with regard to them. Those of the passengers on board at the time of the capture were destined to Nassau. My design in going to Nassau was to remain there until I thought proper to go home. My passage was paid in Liverpool, but I do not know to whom, nor what was the amount of it. The arrangement was made in Liverpool by a friend of mine there. None of the passengers had any concern, property or authority regarding the ship or cargo, either directly or indirectly.

To the ninth interrogatory he answers as follows: I have no other knowledge or belief regarding the matters here inquired of than what I have already stated.

To the tenth interrogatory he answers as follows: I saw only the U. S. S. Mercedita on the voyage—the ship which captured us.

To the eleventh interrogatory he answers as follows: No notice or warning was given the captured vessel by any blockading vessel or vessels.

W. E. SPARKMAN.

Sworn and subscribed before me this 6th day of May, 1862.
HENRY FLANDERS,
Commissioner.

Mr. J. J. Pringle, a passenger on board, being first duly *sworn*, deposes and says, in answer to the first interrogatory, as follows: I was born in Charleston, S. C; I am now a citizen of South Carolina. For the last year I have resided in Europe, where my
31 family now are. I have no interest in the captured vessel, her cargo or voyage, in any capacity whatever.

To the second interrogatory he answers as follows: I was present at the capture in question, being on board as a passenger. The capture was made in sight of Abaco light, at a distance of seven or eight miles. I do not know the bearings of the vessel at the time. It was made on Sunday, the 27th of April last, at about half past five o'clock in the morning. I heard no cause assigned for the capture, except that I heard the prize-master say that the captain had a list of vessels, and he was ordered to capture all on that list, the Bermuda being one of them. We sailed under the British flag. No resistance was made at the time of the capture, and no other ships were in sight.

To the third interrogatory he answers as follows: Captain Westendorff is the master of the captured vessel. I have heard him say that he was born in Charleston, S. C.; he is now, I presume, a citizen of

the confederate States; he resides, I believe, in Charleston S. C.; I do not know who are the owners of the captured vessel.

To the fourth interrogatory he answers as follows: Bermuda, of Liverpool, is the name of the captured vessel. I do not know her tonnage; I have heard she was built at Stockton, England. There were three officers at least; I know of none others; the number of the crew I do not know. There was no supercargo, agent, merchant, clerk or accountant on board, to the best of my knowledge and belief. The vessel was not armed, and there were no documents of the kind here enquired of on board, to the best of my belief.

To the fifth interrogatory he answers as follows: The said vessel sailed from Liverpool on her present voyage and was bound to Bermuda alone, and was not to run any blockade; so I was assured
32 by the agents, the Messrs. Fraser, Trenholm & Co., of Liverpool, who are a branch house, I believe, of John Fraser & Co., of Charleston, S. C. Her cargo at the time of sailing on the voyage was an assorted cargo, consisting, I heard, of materials of war, tea, &c. It was the same at the time of the capture, with the addition of tea, which the captain took on at Bermuda from the British ship Ella. I heard that tea was taken in, and perhaps coffee, but I have no knowledge upon the subject. I presume that the cargo, with the exception of the tea and coffee, was of British growth, produce, or manufacture. I do not know who are the laders, owners, or consignees of the cargo.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of, except that I heard that some of the papers were destroyed, but by whom or by whose orders I do not know.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage to my knowledge, nor has it been since the capture.

To the eighth interrogatory he answers as follows: There were twelve passengers on board when we sailed from Liverpool; six of them landed at Bermuda. Their names, so far as I recollect, are Dunn, Gemmill, and Gallertly. They were British subjects, but I know nothing of their rank, profession, or occupation, or of their business. Myself and my two sons, Mr. Sparkman, Mr. Huger, and Mr. McHugh were on board at the time of the capture. They are all South Carolinians, with the exception of Mr. McHugh, who is an Irishman, I should judge, from his brogue. None of them were secreted at the time of the capture. They were destined, I presume, like myself, for Bermuda, where we remained for five weeks, and then re-embarked for Nassau. The real purpose or design of my going to Nassau, as well as the purpose and design of my sons, was to
33 get a conveyance to some southern port. I agreed to pay to Messrs. Fraser, Trenholm & Co., for myself and sons, the sum of ninety pounds for our passage. Neither myself nor my sons, nor the other passengers, so far as I know, had any authority, property, or concern, either directly or indirectly, regarding the ship or cargo.

There were no officers, soldiers, or marines secreted on board during any part of the voyage.

To the ninth interrogatory he answers as follows: I have no other knowledge or belief regarding the matters here inquired of, than what I have already stated in answer to previous interrogatories.

To the tenth interrogatory he answers as follows: We saw no blockading vessel or vessels during the voyage.

To the eleventh interrogatory he answers as follows: No notice or warning was given the captured vessel by any blockading vessel or vessels.

J. J. PRINGLE.

Sworn and subscribed before me this 6th day of May, 1862.

HENRY FLANDERS, *Commissioner.*

John Julius Pringle, a passenger on board, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows: I was born in New York. I am now a citizen of South Carolina. For the last six years I have resided in Europe. I have no interest in the captured vessel, her cargo, or voyage, in any capacity whatever.

To the second interrogatory he answers as follows: I was present at the capture in question. It was made off Abaco light, about seven or eight miles from land, and on the 27th of April last. I do not know for what cause, or alleged cause, the capture was made.
34 We sailed under the English flag. No resistance was made at the time of the capture, and no other ships were in sight.

To the third interrogatory he answers and says: Captain Westendorff is the master of the captured vessel. I do not know where he was born, nor where he resides, but I believe he is a citizen of South Carolina. I do not know who are the owners of the captured vessel.

To the fourth interrogatory he answers as follows: Bermuda is the name of the captured vessel. Her tonnage, I believe, is about eight hundred tons; she was built at Stockton, England; do not know the number of her crew; but there were three officers. There was no supercago, agent, clerk, merchant, or accountant on board. The vessel was not armed. I have no knowledge of the matters here inquired of.

To the fifth interrogatory he answers as follows: The captured vessel sailed from Liverpool, England; she was bound to Bermuda; after our arrival there we understood she was going to Nassau, and we re-embarked. I do not know what her cargo consisted of when we sailed from Liverpool, but it was an assorted cargo. It was the same at the time of the capture, I believe, although I have no knowledge of the cargo. It was put on board at Liverpool, and some time, I think, in the month of February. I do not know, but I presume it was the growth, produce, or manufacture of Great Britain. I do not know out of what funds it was purchased. I know nothing of the matters here inquired of.

To the sixth interrogatory he answers as follows: I know nothing of the matters here inquired of.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage, nor has it been since the capture.

35 To the eighth interrogatory he answers as follows: When we sailed from Liverpool, there were, I think, thirteen passengers on board; six or seven left the vessel at Bermuda; the others are now on board; the names of those who landed at Bermuda are Dunn, Keeling, McFarland, Gemmell, Gallertly, and Embleton. They are all British subjects, but of the other matters inquired of respecting them I have no knowledge. Those now on board, and at the time of the capture, are my father, Mr. J. J. Pringle, my brother, Poinsett Pringle, and myself, together with Mr. Arthur Huger, Mr. Sparkman, and Mr. McHugh. They are all South Carolinians, except Mr. McHugh, who, I believe, is a British subject. My belief is, that all the passengers were destined to Nassau, with a view to get south. They had no authority, property or concern, directly or indirectly, regarding the ship or cargo,

To the ninth interrogatory he answers as follows: I have no other knowledge of the matters here inquired of than what I have already stated.

To the tenth interrogatory he answers as follows: We saw no blockading vessel or vessels.

To the eleventh interrogatory he answers as follows: No notice or warning was given the captured vessel by any blockading vessel or vessels.

J. J. PRINGLE, JR.

Sworn and subscribed before me, this 6th day of May, 1862.

HENRY FLANDERS,
Commissioner.

J. R. Poinsett Pringle, being first duly *sworn*, deposes and says, in answer to the first interrogatory, as follows: I was born near
36 Georgetown, South Carolina. I am a citizen of South Carolina. My father's family now reside in Dresden, Germany, where I have been for nearly the last two years. I have no interest in the captured vessel, her cargo or voyage, in any capacity whatever.

To the second interrogatory he answers as follows: I was present at the capture in question, being a passenger on board. It was made, I should suppose, about eight miles off Abaco, and on Sunday morning, about half past seven o'clock of the 27th day of April last. I do not know for what cause, or alleged cause, the capture was made. We sailed under the English flag. No resistance was made at the time of the capture, and no other ships were in sight.

To the third interrogatory he answers as follows: Captain Westendorff is the master of the captured vessel. I think he was born in South Carolina, and that he resides in Charleston. I do not know who are the owners of the captured vessel.

To the fourth interrogatory he answers as follows: Bermuda is the name of the captured vessel. Her tonnage, I think, exceeds eight hundred tons. I do not know where she was built. There were three officers, but the number of the crew I do not know. There

was no supercargo, agent, clerk, or accountant on board, to my knowledge. The vessel was not armed. I have no knowledge of the matters here inquired of.

To the fifth interrogatory he answers as follows: The captured vessel sailed from Liverpool. She was bound to Bermuda. I have no knowledge of the cargo, nor of any of the matters here inquired of.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of, except that there were papers destroyed or thrown overboard, but I cannot say by whom, or by whose orders.

37 To the seventh interrogatory he answers and says: Bulk was not broken during the voyage, nor has it been since the capture, to my knowledge.

To the eighth interrogatory he answers as follows: There were twelve passengers on board when we sailed from Liverpool, six of these went ashore at Bermuda. Their names were Dunn, Gallertly, Embleton, Gemmell, Keeling, and McFarland. They were British subjects; but of the other matters inquired of respecting them I have no knowledge. There were six passengers on board at the time of the capture; their names were as follows: Mr. J. J. Pringle, J. J. Pringle, J. R. P. Pringle, Arthur Huger, W. Sparkman, and Mr. McHugh. The destination of those on board at the time of the capture was Nassau. So far as the design or intention of Messrs. Pringle and his two sons in going to Nassau was concered, it was to get to the south in some other vessel going there. None of them held any commission, nor had they any concern, property or authority, regarding the ship, her cargo or voyage.

To the ninth interrogatory he answers and says: I have no other knowledge or belief regarding the matters here inquired of than what I have already stated.

To the tenth interrogatory he answers as follows: We saw no blockading vessels during any part of our voyage.

To the eleventh interrogatory he answers and says: We received no notice or warning from any blockading vessel or vessels.

J. R. POINSETT PRINGLE.

Sworn and subscribed before me this 6th day of May, 1862.

HENRY FLANDERS,
Commissioner.

38 James McHugh, a passenger on board, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows: I was born in Ireland; I am a British subject; my last place of residence was Belfast, Ireland. I have no interest in the captured vessel, her cargo or voyage.

To the second interrogatory he answers as follows: I was present at the capture in question, being a passenger on board. The capture was made from six or eight miles off Abaco light-house, and on the 27th day of April, about six o'clock in the morning. I do not know the

cause, or alleged cause, of the capture, except that I understood that the captain of the Mercedita had orders to capture the Bermuda. The captured vessel sailed under the British flag. No resistance was made at the time of the capture, and no other ships were in sight.

To the third interrogatory he answers as follows: Captain Westendorff is the master of the captured vessel. He was born in Charleston, S. C. He is a citizen of the Confederate States. I do not know where he generally resides. I do not know who are the owners of the captured vessel.

To the fourth interrogatory he answers as follows: The name of the said vessel is Bermuda. Her tonnage is about 716 tons, British measure. She was built in England; I do not know the number of her officers and crew. There was no supercargo, merchant, agent, clerk, or accountant on board. I have no knowledge of the matters here inquired of.

To the fifth interrogatory he answers as follows: The said vessel sailed from Liverpool on her present voyage. She was bound to Bermuda, and nowhere else. On her arrival at Bermuda, where she lay about five weeks, or during the time she was there, she received
39 orders, I understood, to proceed to Nassau. The agent who gave the orders was N. T. Butterfield. I have no knowledge of what the cargo consisted when we sailed on the voyage, but I understood that it consisted of drugs, powder, cannon and dry goods; at the time of the capture it had, in addition to the original cargo, coffee and tea which were taken from the British ship Ella at Bermuda. It was put on board at Liverpool, and during the month of February. I do not know out of what funds it was purchased. Fraser, Trenholm & Co., at Liverpool, are the agents of the vessel, but I do not know who are the laders, owners, and consignees of the cargo. I was an agent to procure a portion of the cargo now on board. I told B. & D. McHugh, in Belfast, what cargo would suit in Savannah, and they shipped the cargo I described to the house in Savannah, Georgia, of which I am a clerk. This portion of the cargo consists of dry goods. I went away from Savannah on account of my health, and while in Ireland I received letters from the house in Savannah, in whose service I had been, stating what class of dry goods were needed in that market; they were sold to said house in Savannah, Georgia, that is, to the house of John Treanor, upon four months' credit. The amount of this shipment was from seventeen to eighteen thousand dollars.

To the sixth interrogatory he answers as follows: I do not know what number of bills of lading were signed by the captain; the portion of the cargo purchased for account of John Treanor was deliverable to order. I have no knowledge of the matters here inquired of, except that I understood some papers on board were destroyed by Captain Westendorff's brother about the time of the capture.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage, nor has it been since the capture.
40 To the eighth interrogatory he answers and says: There

were twelve passengers on board from Liverpool. Six landed at Bermuda. They were British subjects and artists, I believe. I know nothing of their designs in going to Bermuda. The remaining six were destined to Nassau. I was going to Nassau to awaite an opportunity to get to Savannah. I paid thirty pounds for my passage from Liverpool to Bermuda to Fraser, Trenholm & Co. None of the passengers to my knowledge had any concern, property or authority, regarding the ship or cargo, either directly or indirectly.

To the ninth interrogatory he answers as follows: To the best of my knowledge and belief the captured vessel was destined to Nassau, and the ultimate destination of the cargo was to the southern States.

To the tenth interrogatory he answers as follows: I saw the U. S. S. Mercedita, which apparently is blockading the Abaco entrance to Nassau.

To the eleventh interrogatory he answers as follows: No notice or warning was given the captured vessel by any blockading vessel or vessels.

JAMES McHUGH.

Sworn and subscribed before me this 6th day of May, 1862.

HENRY FLANDERS,
Commissioner.

41 Elizabeth Robinson, being first duly sworn, deposes and says, in answer to the first interrogatoroy, as follows: I was born in Liverpool, England, and am now a British subject. I reside at Liverpool. I have no interest in the captured vessel, her cargo or voyage.

To the second interrogatory she answers as follows: I was present at the capture in question, being stewardess on board the captured vessel. I heard the mate of the captured vessel say that the place where we were captured was seven or eight miles from Abaco light-house. We were captured Sunday week; but I cannot fix the day of the month. I do not know for what cause the vessel was captured. The vessel sailed under the English flag. No resistance was made at the time of the capture. No other ships were in sight at the time.

To the third interrogatory she answers and says: Captain Westendorff is the master of the captured vessel. I have no knowledge of the matters here enquired of.

To the fourth interrogatory she answers as follows: The name of the captured vessel is Bermuda. I do not know her tonnage. She was built at Stockton, England. There were three officers, but I do not know the number of the crew. There was no supercargo, agent, merchant, or accountant on board. The vessel was not armed, and had none of the papers here enquired of on board, so far as I know.

To the fifth interrogatory she answers and says: The captured vessel sailed from Liverpool, England. She was bound to Bermuda, and to no other place. In Bermuda she received orders to proceed to Nassau. I do not know what her cargo was when she sailed on

the voyage, nor at the time of the capture. Of the other matters here enquired of I have no knowledge.

42 To the sixth interrogatory she answers and says: I have no knowledge of the matters here inquired of, other than I have understood that papers on board were destroyed about the time of the capture, but by whom it was done, or by whose orders, I do not know.

To the seventh interrogatory she answers and says: Bulk was not broken during the voyage, nor since the capture.

To the eighth interrogatory she answers and says: There were passengers on board, but I have no knowledge of the matters here enquired of concerning them.

To the ninth interrogatory she answers and says: I have no knowledge of the matters here enquired of, other or different from what I have stated in answer to previous interrogatories.

To the tenth interrogatory she answers and says: I saw no blockading vessel or vessels during the voyage.

To the eleventh interrogatory she answers and says: No notice or warning was given the captured vessel by any blockading vessel or vessels.

her
ELIZABETH + ROBINSON.
mark.

Sworn and subscribed before me this 6th day of May, 1862.
HENRY FLANDERS, *Commissioner.*

John Dempsey, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows: I was born in Dublin, Ireland. I am a British subject. I reside at Liverpool. I have no interest in the captured vessel, her cargo or voyage, in any capacity whatever.

43 To the second interrogatory he answers as follows: I was present at the capture in question, being cabin boy on board the captured vessel. I do not know for what cause, or alleged cause, the capture was made. It was made seven or eight miles from the Hole-in-the-Wall; it was made on last Sunday week, but the day of the month I do not know. The vessel sailed under the English flag. No resistance was made at the time of the capture, and no other ships were in sight.

To the third interrogatory he answers as follows: Captain William Charles Westendorff is the master of the captured vessel. I have no knowledge of the other matters here inquired of.

To the fourth interrogatory he answers as follows: The name of the captured vessel is Bermuda. Of the other matters here inquired of I have no knowledge, except that there was no supercargo on board, and the vessel was not armed.

To the fifth interrogatory he answers as follows: The captured vessel sailed on her present voyage from Liverpool, England; she was bound to Bermuda. Of the other matters here inquired of I have no knowledge.

To the sixth interrogatory he answers and says: I have no knowledge of the matters here inquired of, except that some papers were burnt about the time of the capture, but by whom, or by whose orders I do not know. The burning of these papers was talked of on board the ship.

To the seventh interrogatory he answers and says: Bulk was not broken during the voyage, nor since the capture.

To the eighth interrogatory he answers as follows: There were passengers on board, but I have no knowledge of the matters inquired of concerning them.

44 To the ninth interrogatory he answers and says: I have no other knowledge or belief regarding the matters here inquired of than what I have already stated.

To the tenth interrogatory he answers and says: We saw no blockading vessel or vessels during any part of our voyage.

To the eleventh interrogatory he answers as follows: No notice or warning was given the captured vessel by any blockading vessel or vessels.

JOHN DEMPSEY.

Sworn and subscribed before me this 6th day of May, 1862.

HENRY FLANDERS,
Commissioner.

Francis Marriner, cook on board, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows: I was born at Plymouth, North Carolina. I left there when I was about fifteen years old, and for the last twenty-four years I have resided at Liverpool, England. I have no interest in the captured vessel, her cargo or voyage, in any capacity whatever.

To the second interrogatory he answers and says: I was present at the capture in question, being cook on board. It was made on the morning of the 27th April last, and at a distance of five or seven miles from the Hole-in-the-Wall light-house. We were bearing at the time from the light-house about or somewhere between southwest by west and southwest by south. I do not know the cause, or alleged cause, of the capture; but an officer on board the Mercedita said they had orders from the commodore to capture certain

45 vessels wherever they could be found, and the Bermuda was one of them. He showed me the list. The said vessel sailed under the English flag. No resistance was made at the time of the capture, and no other vessels were in sight at the time.

To the third interrogatory he answers as follows: Captain Westendorff is the master of the captured vessel. I have no knowledge of the matters here inquired of.

To the fourth interrogatory he answers as follows: The name of the captured vessel is Bermuda. Her tonnage is upwards of seven hundred tons, British measure. She was built at Stockton, England. Her officers and crew, all told, are twenty-eight. There was no supercargo, merchant, agent, or accountant on board. The vessel was not

armed, and had none of the papers here inquired of on board, to my knowledge.

To the fifth interrogatory he answers and says: The captured vessel sailed from Liverpool, England. She was bound to Bermuda, or to any other port in the British West India islands as the master might direct; thence to any port in British America or to the United States. Her cargo at the time of sailing on the voyage consisted of merchandize, powder, cannon, and gun-carriages. At the time of the capture an addition had been made to the cargo of coffee and tea. We took in those articles at Bermuda from the British ship Ella. The general cargo was put on board at Liverpool, and during the month of February last. I do not know out of what funds it was purchased, nor who were the laders of it, other than that the agents of the ship, Fraser, Trenholm & Company, superintended its being put on board. I do not know who are the owners of the cargo; it was consigned to order, I understood.

To the sixth interrogatory he answers and says: I have no
46 knowledge of the matters here inquired of, except that it was the talk among the crew that some papers were burnt, and two small tin cases, like protection cases, were thrown overboard. I understood they were sealed.

To the seventh interrogatory he answers and says: Bulk was not broken during the voyage, nor has it been since the capture.

To the eighth interrogatory he answers and says: There were passengers on board, but I know nothing of the matters here inquired of regarding them.

To the ninth interrogatory he answers and says: I have no other knowledge or belief regarding the matters here inquired of than what I have already stated.

To the tenth interrogatory he answers as follows: We saw no blockading vessel or vessels, except the U. S. S. Mercedita, during any part of our voyage.

To the eleventh interrogatory he answers as follows: No notice or warning was given the captured vessel by any blockading vessel.

F. MARRINER.

Sworn and subscribed before me this 6th day of May, 1862.

HENRY FLANDERS,
Commissioner.

47 *From the minutes of the district court of the United States for the eastern district of Pennsylvania of May* 29, 1862.

THE BERMUDA.

Certain persons in this vessel when captured, who were placed by the captors in another vessel for safe custody, having been since brought into this district, the attorney of the United States applies for an order that they be examined by the prize commissioner under the standing interrogatories, the proctor and advocate of the claimants appearing

in court, in consequence of a previous notice that such application would be made. The court said, that whatever order the court might in its own discretion and of its own motion think proper to make as to the number or selection of examinants in a prize case, an order of the kind could not regularly be made upon such an application as the present, but that the subject might properly be brought in this or in some other manner to the attention of the court; that, in this case, all persons in the vessel when captured, who had been brought *in her* into the port of adjudication, had already been examined, and their examinations returned, including depositions of such persons as are usually examined in preparatorio, and of an unusual number of
48 examinants. The preparatory proofs, including these examinations, had, as the court remarked, been returned and opened, and read by the court, and their perusal by the proctors and advocates on both sides had been allowed, before the arrival in the district of the persons whose examination is now suggested. The court further said: In an ordinary case the preparatory proofs would have been concluded by the examination of a smaller number of witnesses than have been already examined. But this is not an ordinary case. If these other persons had arrived here before the proofs had been returned by the prize commissioner, I would, in view of the special circumstance of the cases, have ordered him to exname every one of them. I think it a case in which they should all have been examined, if they had all been brought into port in the captured vessel; and the fact that they were, for a purpose which may have been perfectly proper, transferred to another vessel, would not, in my opinion, have been a sufficient reason for not making such an order. In the present case, justice to the claimants may possibly require that the order suggested should be made while an opportunity may still be afforded them of obtaining the benefit of such evidence as the proposed examinations may furnish. But, as the preparatory proofs have been returned, opened, and read, and are not on their face incomplete, I will neither make such an order, if the claimants object to it. nor will I intimate an opinion that there is no other possible mode in which they can obtain such evidence than that of an examination in the mode suggested. The case may stand over until tomorrow, or longer, if their advocate request it, in order that he may consider the course to be advisedly adopted on their behalf. My present impression is, that if he make no objection, I will, of my own motion, order that all persons on board of the vessel when captured, who have not been already examined, shall be examined upon the standing interrogatories. If no objection be made, the omission to object will not be interpretable as an implied consent on the
49 part of the claimants. In a prize court, where absent parties must be represented by agents whose authority may be more or less limited, the responsibility of acquiesence in such an order should not be cast upon counsel merely because he may not see sufficient reason to object, though the objection, if urged, might prevail. If the order should be unadvisedly made by me, objection to the additional examinations may be made at a future hearing of the cause

And now, 30th May, 1862, the cause having stood over upon the intimation made by the court, at the close of yesterday's proceedings, the proctor and advocate of the claimants, appearing in court, says that they interpose no objection to the suggested order for the examination of witnesses other than those already examined.

Whereupon it is ordered that the prize commissioner examine, under the standing interrogatories all persons on board of the captured vessel at the time of the capture who have not been already examined.

The depositions of the witnesses taken by the prize commissioner under the foregoing order are returned, June 6, 1862, and are as follows:

James Johnson, second mate of the said steamer Bermuda, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows, to wit: I was born in Liverpool, England. I have never been naturalized as a citizen of the United states, but I have resided about ten years at the south, and consider myself a citizen of the Confederate States. I reside at New Orleans. I am not interested in the captured vessel, her cargo, or voyage, in any capacity whatever, except in my capacity of mate.

50 To the second interrogatory he answers as follows: I was present at the capture in question, in my said capacity of second mate on board the captured vessel. It was made off Abaco light-house, and at a distance of six or seven miles from land, and on the 27th day of April last, between six and seven o'clock in the morning. I do not know the cause, or the alleged cause, of the capture. The captured vessel sailed under the English flag and authority. No resistance was made at the time of the capture, and no other ships or vessels were in sight.

To the third interrogatory he answers as follows: Captain Westendorff is the master of the captured vessel; but I have no knowledge of the matters here inquired of concerning him. I do not know who are the owners of the captured vessel.

To the fourth interrogatory he answers as follows: The name of the captured vessel is Bermuda. Her tonnage is seven hundred and seventeen tons, British measure. She was built at Stockton-on-Tees, England. Her officers and crew, all told, are twenty-eight. There was no supercargo on board. The vessel was not armed. I know nothing of the matters here inquiree of.

To the fifth interrogatory he answers as follows: The captured vessel sailed on her present voyage from Liverpool, England. She was bound to Bermuda, from thence to any place in the West Indies, United States, or British North America. We lay at Bermuda about five weeks, when the captain got orders to proceed to Nassau. I do not know of what the cargo consisted at the time of sailing on the voyage, except that I saw some cannon, powder, saltpetre, and hardware brought on board, and a large number of cases, which I did not know the contents of. It was the same at the time of the capture, except that at Bermuda we took from the ship Ella a

51 quantity of coffee, tea, manilla rope, and bagging. The cargo was put on board at Liverpool, during the month of February

last. I do not know of what place it was the growth, produce, or manufacture, nor out of what funds it was purchased. I do not know who are the laders, owners, and consignees of the cargo, nor who would be the true owners if it had been or should be delivered at its port of destination.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of, except that I was told by Mr. Reed, the first mate, to cut away a line, just after we were boarded. I did so, but I do not know what was attached to the line.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage, nor has it been since the capture, to my knowledge.

To the eighth interrogatory he answers as follows: There were twelve passengers on board at the time of sailing on the voyage. Six left the ship at Bermuda. Their names I do not know. They were Scotch people. I understood that they were printers. I have no other knowledge concerning the matters here inquired of, so far as they relate to them. The six passengers on board at the time of the capture were Mr. Pringle and his two sons, Mr. Huger, Mr. Sparkman, and Mr. McHugh. They were destined from Bermuda to Nassau, but I do not know for what purpose or design, nor do I know anything of the other matters inquired of concerning them.

To the ninth interrogatory he answers and says: That he has no other knowledge or belief concerning the matters here inquired of than what he has already stated in answer to previous interrogatories.

52 To the tenth interrogatory he answers as follows: I did not see at any time since I have been attached to the captured vessel, which has been about five months, any blockading vessel or vessels.

To the eleventh interrogatory he answers as follows: No notice or warning was given the captured vessel by any blockading vessel or vessels.

JAMES JOHNSON.

Sworn and subscribed before me this 30th day of May, 1862.

HENRY FLANDERS,
Commissioner.

Robert Graham, chief engineer on board the said steamer, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows: I was born at Stockton-on-Tees, England. I am now a British subject, and have never at any time been naturalized as a citizen of the United States. I reside in Stockton above mentioned. I have no interest in the captured vessel, her cargo, or voyage, in any other capacity whatever, except as engineer aforesaid.

To the second interrogatory he answers as follows: I was present at the capture in question, in my capacity as engineer. It was made from seven to nine miles from the Hole-in-the-Wall, and, I think, on the last Sunday in April, between six and seven o'clock in the morning. It was on the 27th day of April last. I do not know the cause,

or alleged cause, of the capture. The captured vessel sailed under the English flag. No resistance was made at the time of the capture, and no other ships and vessels were in sight.

53 To the third interrogatory he answers as follows: Captain Westendorff is the master of the captured vessel, but I have no knowledge of the particulars here inquired of concerning him. To the best of my knowledge and belief, Fraser, Trenholm & Co., of Liverpool, England, are the owners of the captured vessel.

To the fourth interrogatory he answers as follows: The name of the captured vessel is Bermuda. Her tonnage is seven hundred and forty or fifty tons, British measure. She was built at Stockton-on-Tees, England. There were three engineers and nine firemen in my department, but I do not know the number of officers and crew, all told, in the other departments of the ship. There was no supercargo on board. The vessel was not armed. I do not know whether she had any of the papers here inquired of on board.

To the fifth interrogatory he answers as follows: The captured vessel sailed on the present voyage from Liverpool, England. She was bound to Bermuda; thence, as the articles stated, to any port or ports in British North America or the United States. We were at Bermuda about four weeks, and then sailed for Nassau. I do not know what cargo she had on board at the time of sailing on the voyage; at the time of the capture an addition had been made to it of some bags and cases, taken from the ship Ella, at Bermuda. It was put on board in Liverpool in the month of February, 1862. I do not know of what place or places it was the growth, produce, or manufacture, nor out of what funds it was purchased. I do not know who are the laders, owners, and consignees of the cargo, nor who would have been the true owners if it had been or should be delivered at its port of destination.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of, except that I understood

54 there were papers burnt about the time of the capture, but I don't know by whom, or by whose orders.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage, the hatches, however, were off while the cargo was being taken in from the Ella at Bermuda. I do not know whether bulk has been broken since the capture.

To the eighth interrogatory he answers as follows: There were twelve passengers on board from Liverpool to Bermuda; six of them were landed at Bermuda. I do not know their names. They were chiefly Scotch. They were printers or engravers. I have no knowledge of the other matters inquired of concerning them. Those who were on board at the time of the capture were Mr. McHugh, Mr. Huger, Mr. Pringle and two sons, and Mr. Sparkman. They were destined to Nassau, and beyond this I have no knowledge of the matters inquired of concerning them.

To the ninth interrogatory he answers as follows: I have already stated all that I know or believe, according to the best of my knowl-

edge and belief, regarding the real and true property and destination of the said vessel and cargo.

To the tenth interrogatory he answers and says: I have not seen at any time since I have been employed on board the captured vessel any blockading vessel or vessels.

To the eleventh interrogatory he answers as follows: No blockading vessel or vessels gave any warning or notice to the captured vessel during the time I have been attached to her.

R. GRAHAM.

Sworn and subscribed before me this 30th day of May, 1862.

HENRY FLANDERS,
Commissioner.

55 John Thorman, assistant engineer, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows: I was born in Germany. I am now a British subject. My parents were English, and only temporarily in Germany at the time of my birth. I have never been naturalized as a citizen of the United States. I reside at Stockton, England. I have no interest in the captured vessel, her cargo or voyage, in any capacity whatever.

To the second interrogatory he answers as follows: I was present at the time of the capture in my capacity as engineer. The capture was made seven or eight miles from the Hole-in-the-Wall, on Sunday morning, about the 28th day of April last. I do not know for what cause or alleged cause the capture was made. We sailed under the English flag. No resistance was made at the time of the capture, and no other ships and vessels were in sight.

To the third interrogatory he answers and says: Captain Westendorff is the master of the captured vessel. I have no knowledge of the matters here inquired of regarding him. I do not know who are the owners of the captured vessel.

To the fourth interrogatory he answers as follows: Bermuda is the name of the captured vessel; her tonnage, I think, is about eight hundred and fifteen tons; I am not sure, however. She was built at Stockton, England. Her officers and crew all told are twenty-seven. There was no supercargo on board to my knowledge; the vessel was not armed, and she had none of the papers here inquired of on board, to my knowledge.

To the fifth interrogatory he answers as follows: The captured vessel sailed on the present voyage from Liverpool. She was bound to Bermuda; she lay there a month or five weeks and then sailed for Nassau. Her cargo at the time of sailing on the voyage was
56 in cases, the contents of which I had no knowledge of. I saw two guns put on board. At Bermuda there was an addition made to our cargo of a number of boxes. I do not know what they contained. The cargo was put on board at Liverpool, but I cannot fix the time. I do not know of what place it is the growth, produce, or manufacture, nor out of what funds it was purchased. I do not

know who are the laders, owners, and consignees of the cargo, nor who would be the real owners, if it should be or had been delivered at its port of destination.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of, except that about the time of the capture, Captain Westendorff's brother threw a bag into the stove-hole, when it was burnt. I do not know what it contained.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage. I do not know whether it has been since.

To the eighth interrogatory he answers as follows: There were twelve passengers on board from Liverpool to Bermuda, six of them, I think, left the ship at Bermuda. I do not know their names, they were mostly Scotchmen. I have no knowledge of the particulars enquired of concerning them. There were six passengers on board at the time of the capture. Their names were as follows: Mr. Pringle and two sons, Mr. McHugh, Mr. Sparkman, and Mr. Huger. I know nothing concerning them here inquired of.

To the ninth interrogatory he answers as follows: I have no other knowledge or belief regarding the matters here enquired of than what I have already stated.

57 To the tenth interrogatory he answers as follows: I saw at no time any blockading vessel or vessels. I have been attached to the captured vessel since January last.

To the eleventh interrogatory he answers and says: No notice or warning was given the captured vessel by any blockading vessel.

JOHN THORMAN.

Sworn and subscribed before me this 30th day of May, 1862.

HENRY FLANDERS,
Commissioner.

John Noble, seaman, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows: I was born in Quebec, Canada. I have resided in Charleston, South Carolina, since I was nine years old. I am a citizen of that State. My father was naturalized as a citizen of the United States when I was a boy. I have no interest in the captured vessel, her cargo or voyage, in any capacity whatever.

To the second interrogatory he answers as follows: I was present at the capture in question, being a hand on board the captured vessel. It was made off the Hole-in-the Wall, at a distance of seven or eight miles. I do not know the cause or the alleged cause of the capture. We sailed under the English flag. No resistance was made at the time of the capture. There were two sails in sight at the time. They were a long way off, and I could not tell what they were.

To the third interrogatory he answers as follows: Captain Westendorff is the master of the captured vessel. I do not know where he was born, but he is a citizen of South Carolina, and resides at Charleston, in that State. The owners of the captured vessel, to the best of my knowledge and belief are Fraser, Trenholm & Co., of Liverpool.

58 To the fourth interrogatory he answers as follows: The name of the vessel is Bermuda. I do not know her tonnage. She was built at Stockton, England. Hero fficers and crew, all told, were twenty-seven. There was no supercargo on board to my knowledge. The vessel was not armed. I know nothing of the papers here inquired of.

To the fifth interrogatory he answers as follows: The captured vessel sailed on her present voyage from Liverpool, England. She was bound to Bermuda, and thence to any port in the West Indies, or British America, and back to a port of discharge. I do not know what her cargo consisted of, except that in the river we took in some powder. At Bermuda some freight was taken in, tea and cordage. With this exception, the cargo was the same at the time of the capture as at the time of sailing on the voyage. It was taken on board at Liverpool, but I cannot tell at what time. I do not know out of what funds it was purchased, nor who are the laders, owners, and consignees of it.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of, except that I heard Mr. Reed call out to Mr. Johnson, about the time of the capture, to cut away that line; what was attached to the line I do not know.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage. I do not know whether it has been since the capture.

To the eighth interrogatory he answers as follows: There were twelve passengers on board at the commencement of the voyage. A part of them landed at Bermuda. Their names I do not know, nor have I any knowledge concerning them. Those on board at the time of the capture were Mr. McHugh, Mr. Pringle and his two sons, Mr. Sparkman, and another whose name I do not recollect.

59 They were bound to Nassau. Mr. Pringle and his sons belong in Charleston, but I know nothing of the others, nor have I any knowledge of the matters here inquired of.

To the ninth interrogatory he answers as follows: I have stated in answer to previous interrogatories all that I know or believe touching the matters inquired of in this.

To the tenth interrogatory he answers as follows: I saw no blockading vessel or vessels at any time since my employment on board the captured vessel.

To the eleventh interrogatory he answers and says: No notice or warning was given the captured vessel by any blockading vessel or vessels.

JOHN NOBLE.

Sworn and subscribed before me this 30th day of May, 1862.

HENRY FLANDERS,
Commissioner.

Robert J. Simpson, carpenter, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows: I was born in

St. Augustine. Florida. I am now a citizen of Georgia, and generally reside at Savannah. I am not interested in the captured vessel, her cargo or voyage, in any capacity, except so far as my wages are concerned.

To the second interrogatory he answers as follows: I was present at the capture in question, in my capacity of carpenter. It was made six or seven miles off the Hole-in-the-Wall, and on the 27th day of April last, between six and seven o'clock in the morning. I do not know for what cause or alleged cause the capture was made. We sailed under the English flag. No resistance was made at the time of the capture, and no other ships and vessels were in sight.

60 To the third interrogatory he answers and says: Captain Westendorff is the master of the captured vessel. I do not know where he was born, but I have understood that he was a citizen of South Carolina, and he resides at Charleston. I do not know who are the owners of the captured vessel.

To the fourth interrogatory he answers as follows: Bermuda is the name of the captured vessel. Her tonnage is more than seven hundred tons, British measure; she was built in the north of England. Her officers and crew, all told, I think, are twenty-six; there was no supercargo on board. The vessel was not armed, and she had none of the papers here inquired of on board to my knowledge.

To the fifth interrogatory he answers and says: She sailed on her present voyage from Liverpool; she was bound to Bermuda, and thence to Nassau. Her cargo at the time of sailing on the voyage was a general one, consisting of cannon, powder, saltpetre, lead, coffee, tea, dry goods, and other articles of which I have no knowledge. At Bermuda we took on board from the ship Ellen coffee, tea, and bagging, with coils of rope. The cargo was put on board at Liverpool, and during the month of February. I do not know out of what fund it was purchased. I do not know who are the laders and owners of the cargo, unless they are Fraser, Trenholm & Co.; they are the only persons, so far as I know, who had anything to do with the cargo. I do not know who are the consignees.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here enquired of, except that it was the talk on the ship that there were papers burnt about the time of the capture, and the second mate cut away a line to which a bundle was attached. What this bundle contained I do not know.

61 To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage; I do not know whether it it has been since.

To the eighth interrogatory he answers as follows: There were twelve passengers on board at the commencement of the voyage, but only six at the time of the capture. The others were left at Bermuda. The names of these latter I do not know; they were Scotch or English. and some of them were printers. From what I heard at Liverpool and on board the ship, they were going south. Further than this I have no knowledge of the matters enquired of concerning them. The names of the passengers on board at the time of the capture were

Mr. McHugh and Mr. Sparkman; the names of the others I do not know. They were destined to Nassau, with a view, I suppose, to get south. I have no knowledge of the other matters enquired of regarding them.

To the ninth interrogatory he answers as follows: I have no other knowledge or belief regarding the matters here enquired of than what I have stated in answer to previous interrogatories.

To the tenth interrogatory he answers as follows: I have at no time since I was attached to the captured vessel seen any blockading vessel or vessels.

To the eleventh interrogatory he answers as follows: No notice or warning was given at any time to the captured vessel by any blockading vessel or vessels.

ROBERT J. SIMPSON.

Sworn and subscribed before me this 30th day of May, 1862.

HENRY FLANDERS,
Commissioner.

62 Richard Harris, seaman, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows: I was born in Liverpool, England. I am now a British subject. I have never been naturalized as a citizen of the United States. I reside at Liverpool. I am not interested in the captured vessel, her cargo or voyage, in any capacity, otherwise than as a seaman.

To the second interrogatory he answers as follows: I was present, in my capacity of seaman, at the time of the capture in question. It was made, as near as I could judge, about seven miles off the Hole-in-the-Wall, and on the morning of the 27th day of April last. I do not know the cause or alleged cause of the capture. We sailed under British authority and flag. No resistance was made at the time of the capture, and no other ships and vessels were in sight at the time.

To the third interrogatory he answers as follows: Captain Westendoff is the master of the captured veessel. I do not know where he was born, nor of what country he is now a citizen or subject, nor where he generally resides. I do not know who are the owners of the captured vessel.

To the fourth interrogatory he answers as follows: Bermuda is the name of the captured vessel. Her tonnage is about seven hundred and sixteen tons, British measure. She was built at Stockton, England. Her officers and crew, all told, are twenty-six. There was no supercargo on board that I am aware of. The vessel was not armed. I do not know whether any of the documents here inquired of were on board.

To the fifth interrogatory he answers as follows: We sailed from Liverpool on the present voyage. She was bound to Bermuda, and thence to Nassau. I have no knowledge of her cargo at the
63 time of sailing on the voyage. At Bermuda we took in some coffee and tea, and with the exception of the addition made to the cargo at that place, it was the same at the time of the capture as at the time of sailing on the voyage. The cargo was put on board

at Liverpool, and during the month of February last. I do not know anything of the matters here enquired of.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage, nor has it been since to my knowledge.

To the eighth interrogatory he answers as follows: There were twelve or thirteen passengers on board from Liverpool to Bermuda, and seven on board at the time of the capture. I do not know the names of those who left the ship at Bermuda, but they were mostly Scotch. I have no knowledge of the matters inquired of concerning them, nor do I know the names of those on board at the time of the capture, nor anything concerning them here inquired of.

To the ninth interrogatory he answers as follows: I have no other knowledge or belief regarding the matters here inquired of than what I have before stated.

To the tenth interrogatory he answers as follows: I saw no blockading vessel or vessels at any time until we were captured by the Mercedita.

To the eleventh interrogatory he answers as follows: No notice or warning was given the captured vessel by any blockading vessel or vessels.

RICHARD HARRIS.

Sworn and subscribed before me this 31st day of May, 1862.

HENRY FLANDERS,
Commissioner.

64 Peter Matansen, seaman, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows: I was born in Finland, and am now a Russian subject. I have never been naturalized as a citizen of the United States. I reside in Finland. I have no interest in the captured vessel, her cargo or voyage, otherwise than as seaman.

To the second interrogatory he answers as follows: I was present at the capture in question. It was made seven or eight miles from some light-house, but I do not know its name, nor do I know when it was made. I do not know for what cause or alleged cause the capture was made. The captured vessel sailed under the English flag. No resistance was made at the time of the capture, and no other ships were in sight.

To the third interrogatory he answers as follows: Captain Westendorff is the master of the captured vessel. I have no knowlege of the matters here inquired of.

To the fourth interrogatory he answers and says: Bermuda is the name of the captured vessel. I do not know her tonnage, nor where she was built, but her officers and crew, all told, are twenty-six. There was no supercargo on board. The vessel was not armed. I do not know anything of the matters here inquired of.

To the fifth interrogatory he answers as follows: We sailed from Liverpool. We were bound to Bermuda, and from thence to Nassau.

I do not know what the cargo was at the time of sailing on the voyage. At Bermuda we took in from another ship, whose name I do not know, some tea and coffee. The cargo was put on boad at Liverpool, but I cannot state the time. I have no knowledge of the matters here inquired of.

65 To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of.

To the seventh interrogatory he thus answers: Bulk was not broken during the voyage. I do not know whether it has been since the capture.

To the eighth interrogatory he answers as follows: There were eleven or twelve passengers on board at the commencement of the voyage, but I have no knowledge of the matters here inquired concerning them, except that four or five of them left the ship at Bermuda.

To the ninth interrogatory he answers as follows: I have already stated all that I know or believe regarding the matters here inquired of.

To the tenth interrogatory he answers and says: I saw no blockading vessel at any time since I was connected with the Bermuda.

To the eleventh interrogatory he says: No notice or warning was given the captured vessel by any blockading vessel or vessels.

his
PETER + MATANSEN.
mark.

Sworn to and subscribed before me this 31st day of May, 1862.

HENRY FLANDERS,
Commissioner.

66 Thomas Walsh, a hand on boad said steamer, being first duly *sworn*, deposes and says, in answer to the first interrogatory, as follows: I was born in Ireland. I am now a citizen of the United States, having been naturalized as such two or three years ago at Charleston, South Carolina. I went away from Charleston a year ago last April, and since that time I have been in Ireland. My family, however, still reside at Charleston. I have no interest in the captured vessel, her cargo or voyage, otherwise than as a hand on board.

To the second interrogatory he answers as follows: I was present at the capture in question, in my capacity of hand on board the captured vessel. It was made six or seven miles from the Hole-in-the-Wall, and on the 27th day of April last. I do not know the cause or alleged cause of the capture. The captured vessel sailed under English authority and flag. No resistance was made at the time of the capture, and no other ships and vessels were in sight at the time.

To the third interrogatory he answers and says: Captain Westendorff is the master of the captured vessel. I do not know where he was born, nor of what country he is a citizen or subject; but I believe he is a Charleston man. I do not know who are the owners of the captured vessel.

To the fourth interrogatory he answers as follows: Bermuda is the name of the captured vessel. I do not know her tonnage, nor where she was built. Her officers and crew, all told, are twenty-six. There was no supercargo on board, to my knowledge. The vessel was not armed, and she had none of the papers here inquired of on board, so far as I know.

To the fifth interrogatory he answers and says: We sailed
67 from Liverpool on the present voyage. We were bound to Bermuda. From Bermuda we sailed to Nassau. I know nothing of the cargo, except that there were kegs brought on board, which I supposed contained powder. At Bermuda we took in coffee and tea from another ship called, I think, Ella. I suppose the cargo was put on board at Liverpool, but I do not know, as she was loaded when I came on board, and only took in the kegs above named after she had moved out into the river. I have no knowledge of the other matters here inquired of.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of, except that I saw the second mate cut away a line to which was attached a bag; but what was in the bag I do not know.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage. I do not know whether it has been since the capture.

To the eighth interrogatory he answers as follows: There were twelve passengers on board from Liverpool to Bermuda. I only know the names of the following, to wit: Mr. McHugh, Mr. Sparkman, Mr. Pringle and two sons. Six of the passengers left the ship at Bermuda. I have no knowledge of them whatever. I understood Mr. Pringle was a Charleston man, and that Mr. McHugh was from Savannah, and that Mr. Sparkman was from some part of Georgia. I have no further knowledge of the matters here inquired of.

To the ninth interrogatory he answers as follows: I have no other knowledge or belief regarding the matters here inquired of than what I have stated in answer to previous interrogatories.

To the tenth interrogatory he answers as follows: I have seen no blockading vessel or vessels at any time since I have been attached to the captured vessel.

68 To the eleventh interrogatory he answers thus: No notice or warning was given the captured vessel by any blockading vessel or vessels.

THOS. WALSH.

Sworn and subscribed before me this 31st day of May, 1862.

HENRY FLANDERS,
Commissioner.

James Heenan, fireman, being first duly *sworn*, deposes and says, in answer to the first interrogatory, as follows: I was born in Ireland, and am now a British subject. I have never been naturalized as a citizen of the United States. I reside at Liverpool; I have no in-

terest in the captured vessel, her cargo or voyage, otherwise than as my wages are concerned.

To the second interrogatory he answers as follows: I was present at the capture in question, being, as before stated, a fireman on board the captured vessel. It was made six or seven miles from some lighthouse in the neighborhood of Nassau, but I cannot recall the name of it, and on the 27th day of April last, early in the morning. I do not know the cause or alleged cause of the capture. The captured vessel sailed under the English flag. No resistance was made at the time of the capture; there was a small sail in sight at the time. I understood that the cause of the capture was on account of our caro.

To the third interrogatory he answers as follows: Captain Westendorff is the master of the captured vessel. I know nothing of the matters enquired of concerning him. I have understood that Fraser, Trenholm & Co., of Liverpool, are the owners of the captured vessel.

69 To the fourth interrogatory he answers as follows: The name of the captured vessel is Bermuda, I do not know her tonnage. I have understood that she was built at Stockton, England. Her officers and crew, all told, are twenty-six. I do not know whether there was any supercargo on board. The vessel was not armed, and she had none of the papers here enquired of on board, so far as I know.

To the fifth interrogatory he answers as follows: We sailed for Liverpool, and were bound to Bermuda; from Bermuda we sailed for Nassau. Our cargo was taken on board at Liverpool, but what it consisted of I cannot state, except that I understood there were guns on board, and also powder. It was taken on board during the month of February last. At Bermuda she took in some coils of rope, and perhaps other articles of which I have no knowledge. I have no knowledge of the other matters here inquired of.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of, except that I saw the second mate cut away a line to which was attached apparently a small bag or portmanteau; what it contained I do not know. It was cut away after we had been boarded.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage; I do not know whether it has been since the capture.

To the eighth interrogatory he answers as follows: There were a number of passengers on board, but I do not know the number, nor do I know their names. I heard that some of them left the ship at Bermuda. I have no knowledge of the matters here inquired of.

To the ninth interrogatory he answers as follows: I have no other knowledge and belief regarding the matters here inquired of than what I have already stated.

70 To the tenth interrogatory he answers as follows: I have seen no blockading vessel or vessels at any time since I was attached to the ship.

To the eleventh interrogatory he answers and says: That no notice

or warning was at any time given the captured vessel by any blockading vessel or vessels.

JAMES HEENAN.

Sworn and subscribed before me this 31st day of May, 1862.

HENRY FLANDERS,
Commissioner.

Thomas Cranney, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows: I was born in England, and am now a British subject; I never was naturalized as a citizen of the United States. I reside at South Shields, England. I have no interest in the captured vessel, her cargo or voyage, otherwise than as fireman on board her.

To the second interrogatory he answers as follows: I was present at the capture in question, in my capacity of fireman; it was made near a light-house in the vicinity of Nassau, and at a distance of six or seven miles from land. The name of the light-house I do not know. The capture was made on the 27th day of April last, early in the morning. I do not know the cause or alleged cause of the capture. We sailed under the English flag. No resistance was made at the time of the capture, and no other ships and vessels were in sight.

To the third interrogatory he answers as follows: Captain Westendorf is the master of the captured vessel. I have no knowledge of the matters here inquired of.

To the fourth interrogatory he answers and says: Bermuda is the name of the captured vessel; her tonnage is about seven hundred tons, British measure; she was built in the north of England. Her officers and crew, all told, are twenty-six. There was no supercargo on board. The said vessel was not armed, and had no document on board, as far as I know, of the kind here inquired of.

To the fifth interrogatory he answers and says: The captured vessel sailed on her present voyage from Liverpool; she was bound to Bermuda; from Bermuda she was bound to Nassau. I have no knowledge of the cargo, nor of the matters here inquired of.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of, except that the captain's brother, at the time of the capture, put a bag in the stoke-hole; what it contained I do not know.

To the seventh interrogatory he answers and says: Bulk was not broken during the voyage. At Bermuda an addition was made to the cargo, but I do not know of what it consisted. I do not know what has been done since the capture.

To the eighth interrogatory he answers and says: There were twelve passengers on board, but I have no knowledge of the matters inquired of concerning them, except that six of them left the ship at Bermuda, and six were on board at the time of the capture, bound to Nassau.

To the ninth interrogatory he answers as follows: I have no other

knowledge or belief regarding the matters here inquired of than what I have already stated.

To the tenth interrogatory he answers as follows: I have seen no blockading vessel or vessels at any time since I joined the captured vessel.

72 To the eleventh interrogatory he answers thus: No notice or warning was at any time, so far as I know, given the captured vessel by any blockading vessel or vessels.

THOS. CRANEY.

Sworn and subscribed before me this 31st day of May, 1862.

HENRY FLANDERS,
Commissioner.

Charles August Carlson, a fireman, being first duly *sworn*, deposes and says, in answer to the first interrogatory, as follows: I was born in Stockholm, Sweden. I am now a Swedish subject; I have never been naturalized as a citizen of the United States. I generally reside at Stockholm. I have no interest in the captured vessel, her cargo or voyage, in any capacity, except as fireman on board.

To the second interrogatory he answers and says: I was present at the capture in question; it was made in sight of land, five or six miles off, and in the neighborhood of Nassau. It was made on a Sunday morning, but I cannot tell the time or the day of the month. I think it was about seven o'clock in the morning. I do not know the cause or alleged cause of the capture. We sailed under the English flag. No resistance was made at the time of the capture, and no other ships and vessels were in sight.

To the third interrogatory he answers as follows: Captain Weerendorff is the master of the captured vessel, but I have no knowledge of the matters here inquired of concerning him. I do not know who are the owners of the captured vessel.

To the fourth interrogatory he answers and says: Bermuda is the name of the captured vessel. I do not know her tonnage. She was built at Stockton, England. Her officers and crew, all told, are, I

73 think, twenty-four. There was no supercargo on board. The vessel was not armed. I have no knowledge of the matters here inquired of.

To the fifth interrogatory he answers as follows: The captured vessel sailed on her present voyage from Liverpool. She was bound to Bermuda; from Bermuda she was bound to Nassau. I do not know what her cargo consisted of when we sailed from Liverpool, except that after we left the dock, and were out in the stream, powder was brought on board. At Bermuda other articles were taken on board, but I do not know what; they came from another ship, but I do not know its name. The original cargo was taken in at Liverpool during the month of February last. I know nothing of the growth, produce,

or manufacture of the cargo. I have no knowledge of the matters here inquired of.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage, but I was taken out of the ship, and do not know whether it has been since the capture.

To the eighth interrogatory he answers as follows: There were ten or twelve passengers on board from Liverpool, but I do not know their names, nor anything of the matters inquired of concerning them.

To the ninth interrogatory he answers as follows: I have no other knowledge or belief regarding the matters here inquired of than what I have previously stated.

To the tenth interrogatory he answers as follows: I saw no blockading vessel or vessels at any time since I joined the captured steamer.

To the eleventh interrogatory he answers as follows: No
74 notice or warning was given the captured vessel by any blockading vessel or vessels.

CARL AUGUST CARLSON.

Sworn and subscribed before me this 2d day of June, 1862.

HENRY FLANDERS,
Commissioner.

William Richardson, a fireman, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows: I was born in Northumberland, England. I am now a British subject. I never was naturalized as a citizen of the United States. I generally reside at South Shields, England. I have no interest in the captured vessel, her cargo or voyage, otherwise than as a hand on board.

To the second interrogatory he answers as follows: I was present at the capture in question. It was made six or seven miles off some light-house on the island where Nassau is situated. I do not know the name of the light-house. It was made on the 27th day of April last, about half-past six o'clock in the morning. I think the cause of the capture was the nature of our cargo. We sailed under the English flag. No resistance was made at the time of the capture. No other ships and vessels were in sight at the time.

To the third interrogatory he answers and says: Captain Westendorff is the master of the captured vessel. I have heard he was an American; but I have no knowledge of the other matters here inquired of regarding him. I do not know who are the owners of the captured vessel.

To the fourth interrogatory he answers as follows: The Bermuda is the name of the captured vessel. Her tonnage is seven hundred and sixteen tons. She was built at Stockton-on-Tees. Her officers and crew, all told, are twenty-eight. There was no supercargo

74 on board, that I know of. The vessel was not armed, and had none of the papers here inquired of on board, so far as I know.

To the fifth interrogatory he answers as follows: We sailed from Liverpool; we were bound to Bermuda. At that place we got orders to go to Nassau, and were captured on the way. I do not know what cargo she had on board at the time of the sailing on the voyage. At Bermuda we took on board, from the ship Ella, some bagging and some rope or spun yearn. With this exception, our cargo was the same at the time of the capture as at the commencement of the voyage. The original cargo was taken on board at Liverpool, and in the month of February. I have no knowledge of the other matters inquired of.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of, except that I saw Captain Westendorff's brother burn a bag, which I supposed contained letters and papers. I also saw in the water, attached to a line, what appeared to be a bag. I do not know whether it was cut away or no; but I heard that it was, and by the second mate.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage, but I do not know whether it has been since the capture.

To the eighth interrogatory he answers and says: I understood there were twelve passengers on board from England to Bermuda, and six at the time of the capture. I do not know their names; but some of them were from the southern States, and others from Scotland. But beyond this, I have no knowledge whatever concerning them.

To the ninth interrogatory he answers and says: I have no knowledge of the matters here inquired of.

76 To the tenth interrogatory he answers as follows: I have seen no blockading vessel or vessels since I have been on board the captured vessel.

To the eleventh interrogatory he answers as follows: No notice or warning was given the captured vessel by any blockading vessel or vessels.

WILLIAM RICHARDSON.

Sworn and subscribed before me this 2d day of June, 1862.

HENRY FLANDERS,
Commissioner.

Joseph Pierson, a fireman, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows: I was born in Ireland. I am now a British subject. I never was naturalized as a citizen of the United States. For the last five years I have been attached to a man-of-war; when ashore my home is at the Fallon's, in the north of England. I have no interest in the captured vessel, her cargo or voyage, otherwise than as my wages are concerned.

To the second interrogatory he answers as follows: I was present at the capture in question. It was made six or seven miles from the light-house near Nassau. I do not know its name. I do not re-

member, and am unable to fix the date of the capture. It was made, however, on a Sunday morning, between six and seven o'clock. I suppose the cause of the capture to be on account of our cargo. We sailed under the English flag. No resistance was made at the time of the capture, and no other vessels were in sight.

To the third interrogatory he answers as follows: Captain Westendorff is the master of the captured vessel. I do not know where he was born, nor of what country he is now a citizen or subject; but I have understood that his family reside in Charleston, South Carolina. At Liverpool it was the common talk that Fraser, Trenholm & Co., of Liverpool, are the owners of the captured vessel.

77 To the fourth interrogatory he answers and says: Bermuda is the name of the captured vessel. I do not know her tonnage. I think she was built at Stockton, England. Her officers and crew, all told, are twenty-eight. From Liverpool to Bermuda we had three engineers, but at Bermuda one of them left the ship to join the steamship Herald. I heard that the Herald belonged to Mr. Fraser, of the firm of Fraser, Trenholm & Co., of Liverpool. The Herald left Liverpool before we did, and was lying at Bermuda when we arrived there. I have made a mistake; the Herald came into Bermuda after we did. There was no supercargo on board that I know of. The vessel was not armed. I have no knowledge of the matters here inquired of.

To the fifth interrogatory he answers as follows: The captured vessel sailed on her present voyage from Liverpool. We were bound to Bermuda; from there we were bound to Nassau. Her cargo, when she sailed on the voyage, I have understood, was guns, powder, and stores, but of what kind I do not know. At Bermuda we took in coils of rope, and also coffee, as I understood. At the time of the capture, with the exception of this addition, our cargo was the same as at the commencement of the voyage. The cargo was put on board at Liverpool, but when I do not know, as she was loaded when I came on board, with the exception of some casks brought on board when we were laying in the river. Of the other matters inquired of I have no knowledge.

To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of, except that the second mate cut away a line, to which was attached a bundle, covered with some black material, but what the bundle contained I do not know. It was cut away about the time of the capture.

78 To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage. I do not know whether it has been since the capture.

To the eighth interrogatory he answers as follows: There were twelve passengers on board from Liverpool; six of them, I believe, left the ship at Bermuda. I do not know their names, and I only know the name of one of those on board at the time of the capture, to wit, McHugh. I have no knowledge of the other matters inquired of, except that I understood some of the passengers were engravers

and printers, and that the old man and his two sons, who were passengers, belonged to the southern States, and that the engravers and printers were going with him wherever, that might be.

To the ninth interrogatory he answers as follows: I have no other knowledge or belief regarding the matters here inquired of than what I have stated previously.

To the tenth interrogatory he answers as follows: I saw at no time any American man-of-war, except the vessel which captured us.

To the eleventh interrogatory he thus answers: No notice or warning was given the captured vessel by any blockading vessel or vessels.

his
JOSEPH × PIERSON.
mark.

Sworn and subscribed before me this 2d day of June, 1862.

HENRY FLANDERS,
Commissioner.

Patrick Curran, a fireman, being first duly sworn, deposes and says, in answer to the first interrogatory, as follows: I was born in Ireland, and am now a British subject. I have never been naturalized
79 as a citizen of the United States; I reside in Liverpool, England. I am not interested in the captured vessel, her cargo or voyage, otherwise than as a hand on board.

To the second interrogatory he answers as follows: I was present at the capture in question. It was made six or eight miles from the land, and off a light-house, which I heard was the Nassau light-house; and on the 27th day of April last, between six and seven o'clock in the morning. I do not know the cause or alleged cause of the capture. We sailed under the English flag. No resistance was made at the time of the capture; and no other ships and vessels were in sight.

To the third interrogatory he answers as follows: Capt. Westendorff is the master of the captured vessel. I have no knowledge of the other matters here inquired of.

To the fourth interrogatory he answers as follows: Bermuda is the name of the captured vessel; she was built in the north of England. Her officers and crew, all told, I think, are twenty-six. One of our engineers left and joined the steamer Herald at Bermuda. The Herald was a side-wheel steamer. She left Liverpool before we did, but she broke down and went into Plymouth for repairs, and did not get to Bermuda till after we did. There was no supercargo on board. The vessel was not armed. I have no knowledge of the documents here inquired of.

To the fifth interrogatory he answers as follows: The captured vessel sailed on her present voyage from Liverpool. She was bound to Bermuda, and to any port or ports in the West Indies, British North America, and also, I heard some of the men say, to any port or ports in North America. Her cargo at the time of the sailing on the voyage, so far as I know, was bales and cases, and also powder. What the bales and cases contain, I do not know. At the time

80 of the capture it was the same, with the addition of coils of rope and bags of coffee, which we took in at Bermuda. I heard the bags contained coffee, but I do not know and also that these articles were brought on board from some ship. The cargo was put on board at Liverpool in February last. I have no knowledge of the other matters inquired of.

To the sixth interrogatory he answers and says: I have no knowledge of the matters here inquired of.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage; I do not know if it has been since the capture.

To the eighth interrogatory he answers as follows: We had twelve passengers on board from Liverpool, but with the exception of Mr. McHugh, I do not know their names. Some of them were Scotchmen and printers. I do not know the nationality of the others. The other matters here inquired of, I have no knowledge regarding them.

To the ninth interrogatory he answers as follows: I have no further knowledge of the matters here inquired of than what I have before stated.

To the tenth interrogatory he answers as follows: I saw no blockading vessel or vessels at any time since I joined the captured ship.

To the eleventh interrogatory he answers as follows: No notice or warning was given the captured vessel by any blockading vessel or vessels.

PATRICK CURRAN.

Sworn and subscribed before me this 2d day of June, 1862.

HENRY FLANDERS,
Commissioner.

81 Thomas Farraly, being first duly *sworn*, deposes and says, in answer to the first interrogatory, as follows: I was born in Dublin, Ireland. I am now a British subject. I reside in Liverpool. I am not interested in the captured ship, her cargo or voyage, otherwise than as a hand on board.

To the second interrogatory he answers as follows: I was present at the capture in question. My sight is not good, and I cannot say from anything I saw where we were captured; but it was said on board the ship that we were about seven miles off the light-house near the Hole-in-the-Wall. It was made on the 27th day of April, 1862. I do not know the cause or alleged cause of the capture. We sailed under the English flag. No resistance was made at the time of the capture, and no other ships was in sight to my knowledge.

To the third interrogatory he answers and says: Captain Westendorff is the master's name. I have no knowledge of the matters here inquired of.

To the fourth interrogatory he answers as follows: Bermuda is the name of the captured vessel. She was built at Stockton-on-Tees, England. Her officers and crew, all told, were twenty-seven. I do not know whether there was any supercargo on board. The vessel

was not armed. Of the papers or documents here inquired of I have no knowledge.

To the fifth interrogatory he answers and says: The captured vessel sailed on her present voyage from Liverpool; she was bound to what her cargo consisted of at the time of the sailing on the voyage, Bermuda. From Bermuda she was bound to Nassau. I do not know except that I understood that there was powder on board. At Bermuda we took in some additional cargo, but with this exception it was the same at the time of the capture as of sailing on the
82 voyage. I do not know where the cargo was put on board, nor when. Of the other matters inquired of I have no knowledge.

To the sixth interrogatory he answers and says: I have no knowledge of the matters here inquired of.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage.

To the eighth interrogatory he answers and says: There were ten or twelve persons on board, but I do not know their names; nor have I any knowledge of the matters here inquired of.

To the ninth interrogatory he answers as follows: I have no knowledge of the matters here inquired of. At Bermuda there was a steamer called the Herald, which we understood was intended to run the blockade; but the captain who brought the steamer out from England refused to run the blockade. The talk at Bermuda was that there were other captains on board the Herald, and that they were trying to get one of these captains in command. It was also the talk that the Herald was connected with our ship.

To the tenth interrogatory he answers as follows: I have seen no blockading vessel since I joined the captured vessel.

To the eleventh interrogatory he answers as follows: No notice or warning was given the captured vessel by any blockading vessel or vessels.

his
THOMAS + FARRALY.
mark.

Sworn and subscribed before me this 2d day of June, 1862.

HENRY FLANDERS,
Commissioner.

38 James Cassidy, a fireman, being first duly *sworn*, deposes and says, in answer to the first interrogatory, as follows: I was born in Ireland. I am now a British subject. I reside in Liverpool. I have no interest in the captured vessel, her cargo or voyage, otherwise than as a hand on board.

To the second interrogatory he answers as follows: I was present at the capture in question. It was made near Nassau light, at five or six miles from land, and on the 27th day of April last. The cause of the capture was the character of our cargo. We sailed under the English flag. No resistance was made at the time of the capture, and I saw no other ships and vessels at the time.

To the third interrogatory he answers as follows: Captain Westendorff is the master of the captured vessel. I have no knowledge of the matters here inquired of, except that I have heard that the master is a southern man.

To the fourth interrogatory he answers as follows: Bermuda is the name of the captured vessel. Her tonnage is something more than seven hundred tons. She was built on the Tees, in the north of England. Her officers and crew, all told, are twenty-eight. There was no supercargo on board, that I know of. The vessel was not armed. I have no knowledge of the matters here inquired of.

To the fifth interrogatory he answers as follows: We sailed from Liverpool on the present voyage. We were bound to Bermuda; from Bermuda we were bound to Nassau. Her cargo, at the time of sailing on the voyage, consisted of powder, guns, leather, and other articles in boxes of which I have no knowledge. There were also gun-carriages. It was put on board in Liverpool, and in the month of February. At Bermuda, additions were made to the cargo of some coils of rope and coffee. Of the other matters inquired of I have no knowledge.

84 To the sixth interrogatory he answers thus: I have no knowledge of the matters here inquired of, except that I saw the second mate cut away a line about the time of the capture, to which was attached a black bundle, which I supposed contained letters or papers.

To the seventh interrogatory he answers as follows: Bulk was not broken during the voyage.

To the eighth interrogatory he answers as follows: There were twelve passengers on board from Liverpool to Bermuda. I know the name of only one of them, to wit, Mr. McHugh. There was a Scotchman on board, who told me that he was an engraver; that he was in the employ of the southern government, and was going to Richmond. He told us that he expected the steamer Herald would take them to the south, or that they would get to the south by means of the Herald. One of the passengers was from Charleston; Mr. McHugh was from Savannah. Of the other matters here inquired of I have no knowledge.

To the ninth interrogatory he answers and says: I have no knowledge of ths matters here inquired of.

To the tenth interrogatory he answers as follows: I saw no blockading vessel or vessels since I joined the captured ship.

To the eleventh interrogatory he answers thus: No notice or warning was given the captured vessel by any blockading vessel or vessels.

JAMES CASSIDY.

Sworn and subscribed before me this 2d day of June, 1862.

HENRY FLANDERS,
Commissioner.

85 John Richardson, a fireman, being first duly *sworn*, deposes and says, in answer to the first interrogatory, as follows: I was born in England. I am now a British subject, and reside in

Durham county, England. I have no interest in the captured vessel, her cargo or voyage, otherwise than as a hand on board.

To the second interrogatory he answers as follows: I was present at the capture in question. It was made six or seven miles from land, and, I understood, in the neighborhood of Nassau light-house, and on the 27th day of April last. I do not know the cause or alleged cause of the capture. We sailed under the English flag. No resistance was made at the time of the capture, and no other ships were in sight.

To the third interrogatory he thus answers: Captain Westendorff is the master of the captured vessel. I do not know where he was born, nor anything of the other matters here inquired of.

To the fourth interrogatory he thus answers: Bermuda is the name of the captured vessel. Her tonnage, I think, is seven hundred and sixteen tons. She was built at Stockton, England. The vessel was not armed, and had none of the papers here inquired of on board, so far as I know.

To the fifth interrogatory he answers as follows: We sailed from Liverpool on the present voyage. We were bound to Bermuda; from Bermuda we were bound to Nassau. Her cargo at the time of sailing on the voyage consisted, as I understood, of guns, powder, and other articles of which I have no knowledge. It was put on board at Liverpool, and in the month of February last. We took in some other cargo at Bermuda, but I do not know what it was, except coils of rope. I have no knowledge of the other matters here inquired of.

86 To the sixth interrogatory he answers as follows: I have no knowledge of the matters here inquired of, except that a package containing, as I supposed, letters or papers, was attached to a cord with a grindstone, and was cut away, as I understood, by the second mate, and sunk. This was done about the time of the capture.

To the seventh interrogatory he answers thus: Bulk was not broken during the voyage.

To the eighth interrogatory he answers thus: I think there were twelve passengers on board from Liverpool. I do not know their names; one of them was called McHugh. One of them, I was told, belonged in Charleston. There were several Scotchmen among them, who were printers and engravers. They left the ship at Bermuda. Of the other matters inquired of I have no knowledge.

To the ninth interrogatory he answers as follows: I have no knowledge of the matters here inquired of.

To the tenth interrogatory he answers as follows: I have seen no blockading vessel or vessels, since I joined the captured vessel.

To the eleventh interrogatory he answers as follows: No notice or warning was given the captured vessel by any blockading vessel or vessels.

JOHN RICHARDSON.

Sworn and subscribed before me this 2d day of June, 1862.

HENRY FLANDERS,
Commissioner.

No. 1, (H. F.)

No. 1.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, four cases merchandise, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

J G B 4—1 case leather.
J G B 5—1 " haberdashery.
J G B × B
A 22—1 case leather.
Georgia
" 23—1 " haberdashery.
4

F I
Nos. 4-5, meas'g 45, 2 a 120 sh 6 15 6
Primage, 6 9
£7 2 3

F I
Nos. 22-23, meas'g 27, 11a120 sh 4 3 9
Primage, 4 2
£4 7 11

Total, £11 10 3.

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 17th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 2.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, eleven packages merchandise, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

J M S 189 }
" 191 } —3 bales web.
" 193 }
C 190—1 bale thread.
C 192—1 cask saddlery.
" 195-198—4 " "
" 194—1 case leather.
" 199—1 " "

F I
Meas'g 187, 8 a 120, 28 1 0
Primage, 1 8 2
£29 11 2

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 17th day of February, 1862. Weight, contents, and value unknown. Not accountable for breakage or leakage.

No. 3.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, two cases of hosiery,

C D C 10 sh—1 case.
C
C ⊁ Co —1 case.
2

F I s
Meas'g 58, 5 a 120, £3 15 3
Primage, 8 9
£9 4 0

(being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated at Liverpool this 17th day of February, 1862. Weight, contents, and value unknown. Not accountable for breakage or leakage.

No. 4.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the "Bermuda," whereof Westendorff is master for the present voyage, and now lying in the port of Liverpool, and bound for Bermuda, five cases of millinery,

[E]c 1-5—5 cases.

F I s
Meas'g 186.7 a 120, £27 19 9
Primage, 1 8
£29 7 9

(being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or assigns, he or they paying freight for the said goods in Liverpool, with average accustomed.

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 17th day of February, 1862. Weight, contents, and value unknown. Not accountable for breakage or leakage.

No. 5.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the "Bermuda," whereof Westendorff is master for the present voyage, and now lying in the port of Liverpool, and bound for Bermuda, twenty-one packages merchandise, as per margin, (being marked and numbered as

c[E]s 1-7 —7 cases printing materials.
No. 3 duplicated in cabin. (In pencil.)
[E] 1-6 —6 bales stationery.
" 7 11—5 casks "
" 12-13—2 casks "
c[E]s 8—1 casks "
—
21

	F	I	s	
Meas'g 314, 11 *a* 120,				47 4 9
Primage,				2 7 3
				£49 12 0

per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 17th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 6.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the "Bermuda," whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, eighty-one 90 packages merchandize, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

O Q 50— 1 bale woolens.
M
51— 1 case "
52- 5— 4 bales "
50-67—12 cases cottons.
68-69— 2 bales woolens.
70-75— 6 cases small wares, &c.
76-78— 3 bales woolens.
79— 1 case "
85-91— 7 cases cotton thread, &c.
92— 1 case hosiery, &c.
93-94— 2 bales woolens.
95— 1 bale pasteboards.
96— 1 case small wares.
1- 9— 9 casks drugs.
10-39—30 bags cutch.
—
81 pk'gs.
—

	F	I	s		
51 Pk'gs, meas'g 1256, 4 *a* 120				188	9 0
30 Bags cutch,			5 each,	7	10
				195	19 0
Primage,				9	15 11
				£205	14 11

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 17th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 7.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the "Bermuda," whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, twelve packages merchandise, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

H H 1–6=6 cases. [In transit]
H & W 19=1 " hardware.
V 24–8=5 " "
12

	F	I	s		
Meas'g 243	1	*a*	120	£36	9 3
Primage,				1	16 6
				£38	5 9

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 17th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 8.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the "Bermuda," whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, fifteen packages merchandise, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

G
B B
J A B ½— 2 bales sheeting.
" 3— 1 cases kid gloves.
B
G B 1–10—10 " shirting.
[G B B] 1— 1 bale cottons.
" 2— 1 case woolens, &c.
15

	F	I	s		
Meas'g 206	0	*a*	120	£30	18 0
Primage,				1	10 11
				£32	8 11

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date; one of which being accomplished, the rest to stand void.

Dated in Liverpool this 17th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 9.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the "Bermuda," whereof Westendorff is master for this present voyage, and now lying at the port of Liverpool, and bound for Bermuda, one case of shoes,

(being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigations, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

T M B
A S B 100—1 case.

	F	I	s			
Meas'g 53	5	*a* 120	=	£8	0	3
Primage,				0	8	0
				£8	8	3

In witness whereof, the master or purser of the said ship
92 or vessel has affirmed to four bills of lading, all of their tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 17th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 10.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the "Bermuda," whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, four packages of merchandise, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

P B L 597-580—2 casks porcelain.
" 581 —1 case "
" 582 —1 " perfumery.
4
In transit.

	F	I	s			
Meas'g 78	4	*a* 120	=	£11	15	0
Primage,				00	11	9
				£12	6	9

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 17th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 11.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the "Bermuda," whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, eight packages merchandize, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

C×T C T
R & c G 1-5 —5 boxes cards.
" 6 —1 case teasels.
Y W×O Y W X 0½—2 casks bichrome.
8

	F	I	s			
Meas'g 204	4	*a* 120	=	£30	13	0
Primage,				1	10	8
				£32	3	8

93

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 17th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No 12.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the "Bermuda," whereof Westendorff is master for the present voyage, and now lying in the port of Liverpool, and bound for Bermuda, sixteen packages merchandise, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

T M W	1-4—4	bales woolens.			
"	5-8—4	"	"		
"	9—1	truss wool. br'd.			
"	10-16—7	bales woolen.			
	16				
	F	I	s		
Meas'g 286	6*a*120=		£42	19	6
Primage,			2	3	0
			£45	2	6

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 19th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 13.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the "Bermuda," whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool and bound for Bermuda, one hundred and thirty-four packages merchandise, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto orders or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

94

[E] E	1311—	1	case needles.		
"	1312—	1	" pens, pencils, &c.		
"	1313-36—	24	casks hardware.		
	1337-1436—	100	bundles shovels.		
	1437-38—	2	cases haberdashery.		
	1440-42—	3	" "		
	$2—	1	" "		
	1445-1446—	2	" hardware.		
	F	I	s		
34 Pkg's meas'g	337	9*a*120=		£50	13	3
	s					
100 bundles *a* 10 each			50			
				£100	13	3
Primage				5		8
				£105	13	11

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 17th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 14.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the "Bermuda," whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool and bound for Bermuda, one hundred and six packages merchandise, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

[E] E 1201-1211—11 cases paper.
1212-1225—14 " soap.
1226-1228— 3 bales woolens.
1229-1233— 5 cases shot, 25 cwt.
1234— 1 " stationery.
1235-1248—14 " surgical inst'mts.
1249-1255— 7 casks "
1256— 1 case haberdashery.
1257-1263— 7 hhds. drugs.
1264— 1 tierce "
1265-1276—12 casks "
1277-1303—27 cases "
1304— 1 cask "
1305-1306— 2 cases or casks drugs.

	F	I	s			
Meas'g 1286 9*a*120=				£193	0	3
Primage				9	13	0
				£202	13	3

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 18th day of February, 1862.
95 Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 15.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the "Bermuda," whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, one hundred and twenty packages merchandise, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

[F]
M 230-233— 4 bales woolens.
234-238— 5 cases cottons.
239-240— 2 " cotton thread.
241-255—15 bales cottons.
256-257— 2 cases woolens.
258-262— 5 " cottons.
263-272—10 " cotton thread.
273 285—13 " cottons.
286-293— 8 " woolens.
294-346—53 " cottons
[K T B] 603-605— 3 " hard. butn's, &c.

	F	I	s			
Meas'g 1825 10 *a* 120 *p*				£273	17	6
Primage				13	13	11
				£287	11	5

In witness whereof, the master

or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished the rest to stand void.

Dated in Liverpool this 21st day of February, 1862. Weight, contents, and average unknown. Not accountable for leakage or breakage.

No. 16.

Shipped in good order and condition by Fraser, Trenholm & Co., in and upon the good steamship of vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, fifteen cases merchandise, as per margin, (being marked and numbered as per margin; and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

[E]
C S 109-18 —10 cases paper.
119-123— 5 "
F I s
Meas'g 150 2 *a* 120 *p* £22 10 6
Primage 1 2 6
£23 13 0
96

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 21st day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 17.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, eleven packages merchandise, as per margin, (being markedand numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature and kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

[M D] 7 —1 case linen thread.
A McD & Co 141, 147 —2 bales woolens.
13-17 —5 " "
C 208 —1 " blankets.
A M D 228-9 —2 " "
F I s
Meas'g 288 1 *a* 120=£43 4 3
Primage 2 3 3
£45 7 6

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 18th day of February, 1862. Weight, content, and value unknown. Not accountable for leakage or breakage.

No. 18.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, one
97 hundred and fifty-three packages merchandise, as per margin,

[B] 530-45 —16 boxes linen thread.
N S & Co. 1-70 —70 bales woolens.
237-8 — 2 " blankets.
c 238-75 —38 " "
[F] 155— 1 " woolens.
156-75 —20 " blankets.
[& truss samples.]
A S H 1-6 — 6 cases milit'y caps.
F I S
Meas'g 5,346 2 *a* 120=£801 18 6
Primage 40 1 11
£842 0 5

(being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 18th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 19.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, six packages merchandize, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

R I B 1-5—5 drums tel. cable.
" $6—1 box joining tools.
5 drums W. G. 7-10 *a* 6 £60 0 0
F I.
1 box meas'g 2 4 7 0
60 7 0
Primage, 3 0 4
£63 7 4

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 19th day of February, 1862.

Weight, contents, and value unknown. Not accountable for leakage or breakage.

98 No. 20.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, fifty packages of merchandize, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, as per margin, with average accustomed.

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

C & T } D R } 1—1 bale woolens.
C & T 1-4—4 cases shoe thread.
CTC 9,308—1 cask hardware.
[H] 358-63—6 cases guns
C × T
" 364-366—3 " hardware.
" 367-68 —2 casks hardware
" 369—1 case "
C × T 174-6—3 casks "
C
C × T 1-4—4 cases steel.
F H
" 5—1 cask hardware.
C × T
H 1-24—24 bundles spades.

	F I s	
22 pkg's meas'g 401 7 *a* 120	£60	4 9
4 cases steel, wg. 26 cwt *a*	7	16 0
24 bundles *a* 10 sh. each,	12	0 0
	80	0 9
Primage,	4	0 0
	£84	0 9

Dated in Liverpool this 17th day of February, 1862.

Weight, contents, and value unknown. Not accountable for leakage or breakage.

No 21.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, twelve packages merchandize, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

R H 1-3—3 rolls wire cloth.
" 1 2—2 bales basils
C A × R G C 1—1 roll wire cloth.
R T W 1—1 cask hardware.
" 2—1 box hardware.
G
B B 1-2—2 " cotton thread.
[B] Y 1-2—2 trusses haberdashery.

F. I. s.		
Meas'g 96 0 *a* 120,	£14	8 0
Primage,		14 5
	£15	2 5

99

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 17th day of February, 1862.

Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 22.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, fourteen hogsheads hose-piping, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order, or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

F—F 1-14—14 hhds.

	F	l	s			
Meas'g	554	7	a 120	£83	3	9
	Primage			4	3	2
				£87	6	11

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor or date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 17th day of February, 1862.

Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 23.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, sixteen packages merchandize, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, as per margin, with 100 average accustomed.

F—F 1-9 and 12—10 bales canvas.
10 11— 2 coils ropes.
4 coiled hawsers.
16

	F	l	s			
Meas'g	316	1	a 120	£47	8	3
	Primage,			2	7	5
				£49	15	8

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor or date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 25th day of February, 1862.

Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 24

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the

port of Liverpool, and bound for Bermuda, twenty-three packages merchandize, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

B F F	37—1 case printing materials.				
"	64—1 p'k'ge	"			
"	65—1 case	"			
"	68—1 "	"			
T D	1-7—7 "	"			
"	9-14—6 "	"			
"	16-21—6 "	"			
	23				
	F I	s			
Meas'g	202, 6 *a* 120		£30	7	6
	Primage		1	10	5
			£31	17	11

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 21st day of February 1862. Weights, contents, and valuation unknown. Not accountable for leakage or breakage.

No. 25.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying 101 in the port of Liverpool, and bound for Bermuda, thirty-seven packages merchandize, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted) unto order or to assigns, he or they paying freight for the said goods in Liverpool, as per margin, with average accustomed.

P O D	30-35—26 cases paper.				
"	56— 1 "	ink.			
"	57— 1 "	machinery.			
[I] [S] [H]	21-9— 9 "	printing materials.			
	37				
	F I	s			
Meas'g	132, 6 *a* 120		£19	17	6
	Primage			19	11
			£20	17	5

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 22nd day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 26.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, fourteen ingots block tin,

J N B 14 ingots block tin *a* 7 0 13 s
Weighing *a* 7 0 13 *a* 120 £2 2 8
Primage 2 2
£2 4 10

(weighing and being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted) unto order or to assigns, he or they paying freight for the said goods in Liverpool, as per margin, with average accustomed.

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 25th day of February, 1862. Weight, contents, and value unknown; not accountable for leakage or breakage.

102 No. 27.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool and bound for Bermuda, sixteen cases merchandise, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, as per margin, with average accustomed.

A L c
J M P 50-65—16 cases hosiery, &c.
F l s.
Measg 432, 2 *a* 120.... £64 16 6
Primage..... 3 4 10
£68 1 4

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor or date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 25th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 28.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, twelve cases merchandise, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, ex-

E D 1-12—12 cases printing materials.
F l s.
Measg. 81, 9 *a* 120..... £12 5 3
Primage..... 12 3
£12 17 6

cepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, as per margin, with average accustomed.

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 25th day of February, 1862. Weight,
103 contents, and value unknown. Not accountable for leakage or breakage.

No. 29.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool and bound for Bermuda, seven cases pistols, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, with average accustomed, as per margin.

[N D] 19-25—7 cases.

	F	I	s.			
Meas'g 17, 7 *a* 120.....	£2	12	9			
Primage.....		2	8			
	£2	15	5			

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 25th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 30.

Shipped in good order and condition by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool and bound for Bermuda, two hundred and eight coils manilla rope, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, as per margin, with average accustomed.

G. 208 coils manilla rope, weighing 246 cwt.

	F	I	s.			
Meas'g 1,102 6 *a* 120=164	7	6				
Primage.....	8	5	5			
	£173	12	11			

104 In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 20th day of February, 1862. Weight, contents, and value unknown.

No. 31.

Shipped in good order and condition, by Fraser, Trenholm & Co., in and upon the good steamship or vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, three hundred and sixteen packages merchandize and nineteen hundred and seventy three sides leather, as per margin, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, as per margin, with average accustomed.

In witness whereof, the master or purser of the said ship or vessel has affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 17th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

F 1-240 — 240 cases boots.
" 241-252 — 12 " leggings.
[A B] L 1-64 — 64 bales hides.
[T] — 1,723 sides leather.
[1] — 250 " "
One case leather, part T in dispute.

64 bales.

	F	I	sh		
252 cases, meas'g 2,413	9	*a* 120 =	362	1	3
1973 sides leather weighing 423 cwt.	*a* do. =		126	18	
			488	19	3
Primage,			24	9	
			£513	8	3

No. 32.

Shipped in good order and condition, by J. McKean & Co., in and upon the good steamship or vessel called the "Bermuda," (S. S.,) whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, twelve hundred boxes merchandise, glass, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order, or to the assigns. Freight for the said goods, as per margin, to be paid in Liverpool, with five per cent. primage and average accustomed.

In witness whereof, the master or purser of the said ship or vessel hath affirmed to three bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this 17th day of February, 1862. Weight, contents and value unknown. Not accountable for leakage or breakage.

105

[E] 1-1,200 — 1,200 boxes.

	F	I			
Meas'g 1,305	0	*a* £6 per ton,	195	15	0
			9	15	9
			£205	10	9
Int. (diff.)	26	10	406		
			40		
	1,331	10		4	4 6
			£209	15	3

Freight payable in Liverpool.

No. 33.

Shipped in good order and condition, by Henderson & Beagley, of 29 North John street, in and upon the good ship or vessel called the Bermuda, whereof C. V. B. Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, sixty-five packages tea, (being marked and numbered as per margin,) to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature and kind, excepted,) unto order or to assigns, he or they paying freight for the said goods at Liverpool, as per margin, with average accustomed.

Sixty-five packages.

10 chests	[J M]	F I	
2,779 *a* 2,788	B	T 51 10	
	14		
20 Boxes	[D Co]		
7,594 *a* 7,613	[S]	27 15	
	27		
	P		
6½ chests	[D]		
1,070 *a* 1,075	H W	18	
	7		
25 boxes	[P D]		
424 *a* 448	1	23	
	W		
4½ chests	H W	13 4	
4,208 *a* 4,211	F	30	

s
Meas'g 1,262 *a* 120= £18 3 6
Primage, 18 3
£19 1 9

In witness whereof, the master or purser of the said vessel hath affirmed to four bills of lading, all of this tenor and date, one of which
106 being accomplished, the rest to stand void.

Dated in Liverpool, 19th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 34.

Shipped, in good order and condition, by Bushby & Co., of Liverpool, in and upon the good ship or vessel called the Bermuda, (S. S.,) whereof is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, three hundred and forty bags coffee, (being marked and numbered as in the margin,) to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature and kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, as per margin, with average accustomed.

P 14 94
H 7 122
D M 8 32
" 17 67
" 23 25

cwt.
340 bags, weighing 489 3 5 gross,
at £6 pr. ton =146 18 9
5 per cent. primage, 7 6 11
£154 5 8

In witness whereof, the master or purser of the said vessel hath affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool this twenty-first day of February, 1862. Weight, contents and value unknown. Not accountable for leakage or breakage.

No. 35.

Shipped in good order and condition, by Bushby & Co., of Liverpool, in and upon the good ship or vessel called the Bermuda, (S. S.,) whereof is master for the present voyage, and now lying in the port of Liverpool, and bound for Bermuda, seven hundred and twelve bags saltpetre, (being marked and numbered as per margin.) to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all the dangers and accidents of the seas and steam navigation, of whatsoever nature and kind, excepted,) unto order, or to assigns, he or they paying freight for the said goods at six pounds per ton and five per cent. primage, payable in Liverpool, with average accustomed.

	cwt.		
712 bags, weighing	1205	0	3, at £6 pr. ton,
	361	10	2
5 per cent.,	18	1	6
	£379	11	8

In witness whereof, the master or purser of the said ship or vessel hath affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated at Liverpool this 18th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage, waste or damage, unless from improper stowage.

No. 36.

Shipped in good order and condition, by John Senior & Co., of Liverpool, in and upon the good ship or vessel called the "Bermuda," whereof Westendorf is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, eight barrels tin, one hundred and twenty-eight ingots tin, thirty-five pigs lead, eight bundles round iron, thirty-five bundles sheet iron, two hundred boxes tin plates, one hundred boxes iron plates, and ten bundles iron wire, weighing twenty-four tons five hundred three-quarters and nine pounds, (being marked and numbered as in the margin,) to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the sea and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, freight for the said goods being paid here at the rate of six pounds per ton, with primage and average accustomed.

	T	c	qr	lb
"S" 1-3—3 barrels bar tin,				
" 3-8—5 " ingot "		12	0	0
" —128 ingots "	1	0	2	0
35 pigs lead,	1	12	1	3
X White—8 bundles round iron, " " —35 " sheet "	2	1	0	6
200 boxes tin plates, 100 " iron plates,	15	17	0	0
"S"—10 bundles iron wire,	1	2	0	0
Tons,	24	5	3	19
@ 120s to	145	15	6	
Primage,	7	5	9	
	153	1	3	

In witness whereof, the master or purser of the said ship or vessel hath affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated at Liverpool the 25th day of February, 1862. Weight, contents, and value unknown.

108 No. 37.

Shipped in good order and condition, by Capt'n Blakely, of Liverpool, in and upon the good ship or vessel called the "Bermuda," (S. S.,) whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, four cases containing cannon, one case containing carriage for cannon, three hundred and thirty cases containing shells, two cases containing copper tubes, (fuses,) one cannon, (loose,) (being marked and numbered as per margin,) to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted, unto order or assigns, freight for the said goods paid here, as per margin, primage and average accustomed.

	Weight. c.	qr.	lb.
3 B G 1 a 3—3 cases containing cannons, 7½ B G 1—1 " " cannons,	82	1	0
" 2—1 " " carriage,	18	1	0
5½ B Hol 1 a 60—60 " " shells, 7½ B Hol 1 a 20—20 " " do. 8½ B Hol 1 a 250—250 cas. " do.	336	2	6
Perc. 1—1 case cont'g copp. tub's, 8½ B Perc. 1—1 " " " fuses		2	4
8½ B—1 cannon, loose,	77	0	0
Total weight,	514	2	10
Tons c. qr. lb. 25 14 2 10 a £6 per ton.	£154	7	6
Primage, 5 per cent.	7	14	4
	162	1	10

In witness whereof, the master or purser of the said ship or vessel hath affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool the 21st day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 38.

Shipped in good order and condition, by Capt'n Blakely, of Liverpool, in and upon the good ship or vessel called the "Bermuda," (S. S.,) whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, two hundred and seventy-nine cases shells, one case fuses, four cases cannons, one case containing howitzers, two cases and four loose pieces gun-carriages, two cases and five loose pieces rifling machine, two cannons, (loose,) seven field carriages, two limbers, two bundles

109

poles, &c., (being marked and numbered as per margin,) to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, freight for the said goods paid here, as per margin, with average accustomed.

In witness whereof, the master or purser of the said ship or vessel hath affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool the 27th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

			c.	qr.	lb.
7½ B H 1	1 *a* 100—100 cases shell,				
[B]	1 *a* 120—120 " "				
3 B Hol	1 *a* 18—18 " "	279 cases.			
3 B S E G	1 *a* 41—41 " "		221	0	0
[B] G	1 1 " cont'g cases		1	0	0
3 B A	1 1 " "	howitzers	12	0	0
5½ B Car.	1*a*6— 2 " and 4 loose pieces	gun car'gs	10	0	0
R M B	1*a*7— 2 cases and 5 loose pieces	riff'g mach'e	70	0	0
[B]	1 1 cannon (loose)		130	0	0
7½ B G	No. 2, 1 do "		75	0	0
3 B G	7 field carriages, 2 limbers, 2 bundles of poles, &c.		25	0	0
5½ B G	1 *a* 2—2 cases cont'g cannons,		90	0	0
3 B G	10*a*11—2 " " "		8	0	0
	Total weight,		642	0	0
Tons c. qr. lb. 32 2 0 0	*a* £6 per ton,		£192	12	0
	5 per ct. primage,		9	12	7
			£202	4	7

No. 39.

Shipped in good order and condition, by Wm. J. Grazebrook, in and upon the good ship or steam vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool and bound for Bermuda, seventeen cases of swords, (being marked and numbered as in the margin,) to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, at the rate of six pounds per ton. as per margin, with average accustomed.

W J G	1-14		
[W J G]	15-17		
	F I s		
Meas'g 217 9 *a* 120	= £32	13	3
Primage	1	12	8
	£34	5	01

In witness whereof, the master or purser of the said ship or vessel hath affirmed to four bills of lading, all of this tenor and
110 date, one of which being accomplished, the rest to stand void.

Dated in Liverpool the 21st day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 40.

Shipped in good order and condition, by Wm. J. Grazebrook, in and upon the good ship or steam vessel called the Bermuda, whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, four cases of swords, (being marked and numbered as per margin,) to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, as per margin, with average accustomed.

W J G
[L]
No. 18–21

F I	s			
Meas'g 20 10 *a* 120	=	£3	5	6
Primage,			3	3
		£3	8	9

In witness whereof, the master or purser of the said ship or vessel hath affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated the 25th day of February, 1862, in Liverpool. Weight, contents, and value unknown. Not accountable for leakage or breakage.

No. 41.

Shipped in good order and condition, by W. J. Grazebrook, in and upon the good ship or vessel called the Bermuda, (S. S.,) whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, seventy barrels of cartridges, (being marked and numbered as in the margin,) to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, as per margin, with primage, fifty per cent., with average accustomed.

[E]
No. 1 *a* 70

T C	s			
Weigh. 3 5 0 0 *a* 120	=	£19	10	9
Primage			19	6
		£20	9	6

111

In witness whereof, the master or purser of the said ship or vessel hath affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool the 26th day of February, 1862, Weight, contents, and value unknown. Not accountable for leakage, breakage, or damage, unless arising from improper storage.

No. 42.

Shipped in good order and condition, by Wm. S. Briggs, of Liverpool, in and upon the good steamship or vessel called the "Bermuda," whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, three hundred whole barrels, seventy-eight half barrels, three hundred and fifty-three quarter barrels of gunpowder, and one small box samples, (being

[P]	300 whole barrels,	w'g	30,000 lbs.
[B]	76 half "	"	3,800 "
"	177 quarter "	"	4,425 "
[H] c	2 half "	"	100 "
[H] c	170 quarter "	"	4,250 "
[B]	6 " "	"	1.0 "
	731 packages.		42,725 "

And 1 box samples, mkd B L.

T c lb oz s

weighing 19 1 1 25 *a* 120=£114 8 11

Primage, 5 14 6

£120 3 5

marked and numbered as in the margin,) to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to assigns, he or they paying freight for the said goods in Liverpool, as per margin, with average accustomed.

In witness whereof, the master or purser of the said ship or vessel hath affirmed to four bills of lading, all of this tenor and date, one of which accomplished, the rest to stand void.

Dated in Liverpool the 27th day of February, 1862. Weight, contents, and value unknown. Not accountable for leakage, breakage, or damage, unless arising from improper stowage.

No. 43.

Shipped in good order and condition, by J. McKean & Co., in and upon the good steamship or vessel called the "Bermuda," whereof Westendorff is master for this present voyage, and now lying 112 in the port of Liverpool, and bound for Bermuda, forty-seven cases and five bales merchandise and one parcel patterns.

J T & N	1-5, 10, 20-1, 30-1, 35, 40-1,	}	47 cases.
"	45-6, 50-1, 63-76, 80-4, 90,92,		
"	94-8, 99-100, 110, 120,		
"	60-2, 91, 93,		
			5 bales.
			52

F I s

M'g 1000 0 *a* 120=£150 0 0

5 p. c. 7 10 0

£157 10 0

Freight paid in Liverpool.

(being marked and numbered as in the margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted) unto order or to the assigns, freight for the said goods at the rate of as per margin, to be paid in Liverpool, with five per cent. primage and average accustomed.

In witness whereof, the master of the said ship or vessel hath affirmed to four bills of lading, all of this tenor and date, one of which being accomplished, the rest to stand void.

Dated in Liverpool the 24th day of February, 1862. Weight and contents unknown, and not answerable for leakage or breakage unless arising from improper stowage.

No. 44.

Shipped in good order and condition, by J. McKean & Co., in and upon the good steamship or vessel called the "Bermuda," whereof Westendorff is master for this present voyage, and now lying in the port of Liverpool, and bound for Bermuda, one case and one box of

P S & Co.
$6,844—1 case.
J. T. & N.
M $1—1 box.
2 packages.

	F	I			
Meas'g	2	4			
	5	9			
	8	1	*a* 12	= £1	4 3
					1 3
				£1	5 6

Freight paid in Liverpool.

merchandise, (being marked and numbered as per margin,) and are to be delivered in the like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation, of whatsoever nature or kind, excepted,) unto order or to the assigns, freight for the said goods at the rate of as per margin, to be paid in Liverpool, with five per cent. primage and average accustomed.

In witness whereof, the master of the said ship or vessel hath affirmed to four bills of lading, all of this tenor and date, one
113 of which being accomplished, the rest to stand void.

Dated in Liverpool the 24th day of February, 1862. Weight and contents unknown. Not answerable for leakage or breakage unless arising from improper stowage.

No. 45.

Shipped in good order and condition, by Brown, Shipley & Co., in and upon the steamship called the "Bermuda," whereof Westendorff is master for this present voyage, or whoever else may go as master in said ship, and now lying in the port of Liverpool, and boundfor Bermuda, four cases, three cases, (being marked and numbered as in the margin,) and are to be delivered in the like good order and well conditioned, at the port of Bermuda, (the act of God, the queen's enemies, pirates, restraint of princes and rulers, fire at sea or on shore, accidents from machinery, boilers, steam, or any other accidents of the seas, rivers, and steam navigation, of whatever nature or kind, excepted, and with liberty to sail with or without pilots, and to tow and assist vessels in all situations,) unto order or to assigns, freight for the said goods being paid in Liverpool, as per margin, with five per cent. primage and average accustomed.

W. A. & Co.
V 2147-2153=7 cases.
F I
Freight on 60 10 *a* £6 p. ton=£9 2 6
Primage, 9 2
Total, £9 11 8

In witness whereof, the master or agents of the said ship hath affirmed to four bills of lading, all of this tenor and date, the one of which being accomplished, the other three to stand void.

Dated in Liverpool the 24th day of February, 1862.

114 No. 2, H. F.

LIVERPOOL, 28*th February*, 1862.

Capt. CHAS. WM. WESTENDORFF,
Steamship Bermuda.

DEAR SIR: You will proceed hence to the port of Hamilton, Bermuda, and there deliver your cargo, as per bills lading. Enclosed is

a letter of introduction to Mr. N. T. Butterfield, who will assist you in the purchase of coals, and in the disbursements of your ship. The bills enclosed, amounting to five hundred pounds, (£500,) say first, second, and third on the Bank of Liverpool, with marginal acceptances, will furnish you the means of paying your disbursements in Bermuda. These bills are of the first character, and when negotiated should command the very highest rate of exchange for bills on England.

Instructions will follow you as to a return cargo for your ship. If you should have any surplus funds after paying the accounts of the ship, you will bring them in British gold; but should you require more money than the bills herewith will furnish you, we authorize you to value upon us at short sight for what may be wanted, and Mr. Butterfield will assist you in negotiating your bill upon us.

The ship and cargo are now covered by insurance hence to Bermuda. In case of accident or damage, you will be careful to have all the papers in order, such as protests, surveys, &c., that may be necessary for the recovery of a claim upon the underwriters.

Our friends in St. John, N. B., are Messrs. W. & R. Wright, and in Nassau, N. P., Messrs. Henry Adderly & Co; and in case of having to take cargo from Bermuda to either of these ports, you will call upon them.

Wishing you a safe and pleasant passage, we are, dear sir, yours truly,

FRASER, TRENHOLM & CO.,
Agents of the Owner.

115 No. 3, H. F.

[SEAL.] By the Lords of the Committee of Privy Council for Trade.

Certificate of competency as master to Charles William Westendorff.

Whereas it has been reported to us that you have been found duly qualified to fulfil the duties of master in the merchant service, we do hereby, in pursuance of the merchant shipping act 1854, grant you this certificate of competency.

Given under the *seal* of the board of trade this twentieth day of December, 1861.

By order of the board.

Registered.

ALLEN STONEHAM,
W. H. WALKER,
Officers of the Marine Department.

Entered at the general register and record office of seamen, on the 21st day of December, 1861.

EDWARD HOWE COLEMAN.

Endorsed: No. of certificate 24,764.

Address of bearer: Messrs. Fraser, Trenholm & Co., 10 Rumford Pl., Liverpool.

Date and place of birth: 1830, Charleston, South Carolina. No. of register ticket.

Signature: Charles William Westendorff.

This certificate is given upon an ordinary examination passed at Liverpool on the seventeenth day of December, 1861.

116 Every person who makes or procures to be made, or assists in making, any false representation for the purpose of obtaining for himself or any other person a certificate either of competency, or service, or who forges, assists in forging, or procures to be forged, or fraudulently alters, assists in fraudulently altering, or procures to be fraudulently altered, any such certificate, or any official copy of any such certificate, or who fraudulently makes use of any such certificate, or any copy of any such certificate, which is forged, altered, cancelled, suspended, or to which he is not justly entitled, or who fraudulently lends his certificate to, or allows the same to be used by, any other person, shall for each offence be deemed guilty of a misdemeanor, and may be summarily punished by imprisonment, with or without hard labor, for a period not exceeding six months, or by a penalty not exceeding £100. And any master or mate who fails to deliver up a certificate which has been cancelled or suspended, is liable to a penalty not exceeding £50.

Issued at the port of Liverpool on the 24th day of Decem'r, 1861.

A. C. MOTT, *Shipping Master.*

117 No. 4, H. F.

(Stamp.) 112. CUSTOM-HOUSE, LIVERPOOL,
26th day of February, 1862.

84486.

These are to certify that Mr. Westendorff, master of the Bermuda. official number, 42,608,
(*here insert whether master of, or agent for*)
of 716 tons register, of Liverpool, from to Bermuda, * by , hath paid the sum of six pounds seventeen shillings and six pence, for light, &c., duties for the said voyage, as under stated.

(Signature,) N. PEARSON,
per Collector.

---

* When two or more courses are open to a vessel, it is requested that the one taken be specified.

	Rate.	Amount.
General coast lights.....	per ton, per vessel, $5\frac{1}{16}$	
Local lights.....	per ton, per vessel, 16	
		17 3 7
By order in council, dated 25th of July, 1861, abatement 60 per cent.....		10 6 1
Net amount.....		6 17 6

* Duties last paid at Liverpool on the 24th day of January, 1862.

[Endorsed.]

Bermuda £6 17 6.

26 | 2 | 62,

Light bill to be returned.

118 No. 5, A. H. F.

SHEFFIELD, *February 21st*, 1862.

Cpt. WESTENDORFF,
Steamer Bermuda, Liverpool.

DEAR SIR: This will be handed you by Thomas Walch, the man I recommended to you, and whom you so kindly offered to take over; and if, when he arrives in Bermuda, you could assist him in getting a passage to Charleston, I would be greatly obliged, or any advice you can give him. Should he want a little money in Bermuda and you could advance him a small advance, I will instruct Fraser, Trenholm & Co. to pay it over to you. I do not think he will want any. I think he has enough to get him on comfortably; or we will cheerfully pay his passage money from Bermuda to Charleston in Charleston.

Very truly, yours,

G. B. TENNENT.

Envelope endorsed: No. 5, H. F. Captain Westendorff, steamer Bermuda, Wellington Dock, Liverpool.

---

* It is particularly requested that this information be inserted.

No. 6, H. F.

No. BERMUDA, *April 22d*, 1862.

Exchange for £258 10 10 sterling.

Bermuda.

Thirty days after sight of this third of exchange, (first and second unpaid,) pay to the order of C. Wm. Westendorff two hundred and fifty-eight pounds ten shillings and ten pence sterling, value received, which charge to account Str. "Herald."

LOUIS MITCHELL.

To FRASER, TRENHOLM & Co.,
Liverpool, Engla.

119 No. 7, H. E.

Invoice of 217 *half chests tea and* 146 *bags coffee, shipped by Holland Birkett, pr. "Ella," Carter, for Bermuda, for account and risk of whom it may concern.*

[E & Co]	1,156-1,292	—137	half	chests	tea,	wg.	5,216 lbs.	*a* 2-1¼	pr. lb.	504	4	0
F L	1,293-4	— 2	"	"	"	"	75 "	*a* 2-1	"	7	16	3
"	1,295	— 1	"	"	"	"	37 "	*a* 1-11	"	3	10	11
D R	3,874-97	— 36	"	"	"	"	1,312 "	*a* 1-3	"	82		
1	3,970-82											
"	3,982-3	— 2		"	"	"	70 "	*a* 1-2¾	"	4	6	0½
M T S	8,846-64	— 18	"	"	"	"	674 "	*a* 1-3	"	42	2	6
[H]	5,116-21	— 19	"	"	"	"	755 "	*a* 1-5	"	53	9	7
11	5,128-39'46											
"	5,147-8	— 2	"	"	"	"	80 "	*a* 1-4¾	"	5	11	8
+		—146	bags	coffee		"	207 c. 1 qr. 20 lbs.	*a* 59 p. cwt.				
								Disc't		596	14	11
										1,349	15	10
Carriage from L'don 217 half che'ts tea										9	0	0
Bond dues, stamp, blading, &c.										2	14	7
Repacking coffee 3 13, cartage and post'g. 4 13-10										8	6	10
Brokerage 753 0 11 *a* 1 / 612 0 11 *a* ½										10	11	9
Commission £1,386 14-5 5										69	0	9
										99	19	4
Cash, 26th Feb'y, 1862										£1,449	15	2

E. & E. E.

Liverpool, 21st January, 1862.

120 No. 8, H. F.—(Copy.)

"Ella." B. No. 136.

LIVERPOOL, 23*rd January*, 1862.

Messrs. JNO. FRASER & Co., *Charleston.*

DEAR FRIENDS: Referring to our respects of 16th inst., (No. B. 133,) we now hand enclose bills lading (first) of the cargo per ship "Ella," and copies of invoices, say of—

8,072 sacks salt, (807 tons.)

299 bales bagging, (35,730 yards.)
15 bales S. J. Dundee bagging, (15,000 yards.)
120 bales bags, (18,000 bags.)
249 coils manilla rope.
5 bundles twine.
217 half chests tea.
146 bags coffee.

Please note that there are 8,072 sacks salt filled from 807 tons, not 8,700 sacks from 870 tons, as stated in ours of the 16th inst.; and there are 217 half chests tea, not 219, as per that letter.

The coffee is Rio, of the best quality we could find in this market. The tea is all "Oolong," of different qualities; the 137 half chests are *fine Oolong*, and we think will be liked. Both the coffee and tea were taken out of bond, and are invoiced at the nett cash prices.

These goods are all shipped by our friends here, but the disposition of them there is left entirely to you, and in any market to which you may please to direct them.

The bills lading are endorsed to your order or that of your authorized agent. Capt. Carter is an intelligent shipmaster, and we believe a good man of business; any communication for him, if you do not find it expedient to send an agent to Bermuda, should be sent under cover to Mr. N. T. Butterfield, Hamilton, Bermuda. Captain Carter is instructed to proceed to Bermuda and there await your instructions. The ship is now in the river ready for sea.

The "Albert" sailed yesterday for Nassau, and will proceed, after landing her cargo, to Rio for a cargo of coffee, with which she is to return to Nassau for orders.

We remain yours, very truly,
(Signed) FRASER, TRENHOLM & CO.

121 (Copy.)

Invoice of bagging, gunneybags, rope, and twine, shipped by Thos. Griffith, agent for Bermuda, account and risk of whom it may concern.

[D] 299 rolls bagging, (35,730 yards,) at 4*d* per yard,		595	10	0
[F T & Co.,] 15 bales Dundee, (15,000 yards,) at 7½*d*, 468 15 0				
less dis't, 4 1 6	464 13 6			
[F] 120 bales gunneybags, (10,000 bags,) at 3¼ each,		43	15	0
[F] 249 coils manilla rope, (226*c.* 1*qr.* 15*lbs.*,) at 34 per cwt., 384 17 1				
less discount, 9 12 6	375 4 7			
[T] 5 bales twine, 45 bundles, at 7*s.* per bundle, 540 lbs.		15	15	0
		1,684	18	1

Charges.

Packing S. J. bags, 8 per cent; gunneybags, £6; twine, 7*s.* 6*d.*	14	12	6
Cartage and porterage, rolls bags, £3 4*s.* 9*d.*, 1 17 6; gunneybags, £2; manilla, £2 1 6	9	3	9
Warehouse rent, do. £1 10 9; do, £1 10 9; and gunney-bags, 5*s.*	2	15	9
Dock and town dues, £3 13 4; b. lading, &c., 3*s.* 6*d.*	3	16	10
Brokerage S. J. bagging	5	16	4
Commissions £1,721 3 3 at 5%	86	1	2
	122	6	4
Cash, 1st January, 1862,	£1,807	4	5

E. & O. E.,
Liverpool, 21st Jan'y, 1862,
per "Ella," Carter, master.

Memo.,
Marine insurance.

122 No. 9, H. F.

(Copy.)

BERMUDA.

LIVERPOOL, 28*th February*, 1862.

Messrs. JOHN FRASER & Co.,
(or their authorized agent,)
Hamilton, Bermuda.

DEAR SIRS: The letters we have written by this opportunity, with invoices and bills of lading of the cargo of the ship, are very full in every particular, and we think will greatly facilitate the delivery and also the transhipment, should this be determined upon. We think that great care should be taken to prevent the loss of any of the invoices or bills of lading, but should this unfortunately happen, duplicates can be furnished hereafter, which would, however, involve much delay and great inconvenience in the delivery of the goods; and without the invoices there would necessarily be much embarrassment in effecting sales.

In case of there being an opportunity of sending the letters forward with the invoices and bills lading, we cannot too strongly impress upon you the adoption of the most certain means of preventing any of them falling into improper hands.

Yours, truly,

(Signed) FRASER, TRENHOLM & CO.

No. 10, H. F.

Will Capt. Westendorff be so kind as to purchase for me a good piece of long cloth, suitable for shirting? I have sent $7 50 for that; and remaining change please get it in Coates's spool cotton, Nos. 30, 36, and 40; and Jessie has sent $2 50, begging the favor of you to get her two pair of *dark-colored kid gloves*, Nos. 6½ and 6¼, and, if the money is enough, a pair 6¾. I enclose $10. May God bless Capt. W. and protect him, and bring him in safety back to his family, church, and friends, is our prayer for him.

S. P. KIRKWOOD.

Endorsed in lead pencil: Mrs. Kirkwood's order.

123 No. 11*a*, H. F.

STOCKTON ON TEES, 20*th February*, 1862.

DEAR WESTENDORFF: Your esteemed favor of 18th inst. came to hand yesterday, and I avail myself of a few spare moments to thank you most sincerely for your kind attentions to my friends (your friends now also, I hope) on board of your ship. I must also thank you for the kind expressions contained in your letter respecting my little ones. To their mother, my dear friend, all the credit is due. I think I may say without fear of contradiction, that she knows how to bring up her children. From what you have seen of my little family, you may form a tolerably correct idea of the endearments of my home.

Thanks also for your remarks concerning the steward; if he goes with me, he must turn over a new leaf, or he will soon be unshipped.

The weather, I am sorry to say, continues execrably bad, and I really wonder that we get any work done at all. We cannot now be ready to leave this place before the end of the month.

Captain Mitchell must have had a trying time since he sailed. I hope he kept her well to the southward after leaving the channel. To take the H. across the Atlantic at this season of the year, will require some working of Tom Cox's traverse.

Will you do me a favor? I think I hear you say "*certainly*," so I will ask it. Opposite the Brumley Moore dock wall, there is a boot-maker, of the name of Warner. As you are passing by, will you have the kindness to step in and inquire whether a pair of sea boots I ordered have been finished and sent to the office of our owners? If they have been so sent, you will please request Mr. Griffiths (head porter of Messrs. Fraser, Trenholm & Co.) to forward them to me as speedily as possible, addressing the parcel as follows: Captain E. L. Tessier, No. 12 Church Row, Stockton on Tees, Durham.

I need scarcely add that I will be most happy at all times to reciprocate.

Please present my best respects to your brother, and with sincerest regards, I remain ever

Yours, respectfully,

E. L. TESSIER.

No. 11, H. F.

Envelope endorsed: Capt. C. Wm. Westendorff, S. S. Bermuda, care Messrs. Fraser, Trenholm & Co., No. 10, Rumford Place, Liverpool, Lancashire.

Postmarked, Stockton, A, Feb. 29, '62.

A 16, Liverpool, Feb. 21, '62.

124 No. 13, H. F.

CHARLESTON, 18 .

2 pr. ladies' kid gloves, silver grey color.
2 " " " tea color.
2 " " " ashes of rose, light and dark.
} Best quality. Size, 6¾.

2* " " gaiters, best kid, stout soles and broad, soft upper, 3½ full.

2* pr. boys' boots, stout soles and broad, soft upper, size 9, full.

2* " " " " " one size larger.

2* " gents' boots, best quality, soles moderately stout and broad, for every day wear, size 8½ full.

Endorsed in pencil: "Put in box Dec. 10, £2⅓."

2 pair suspenders, best make and materials.

1 pair spectacles, light steel frames, for near-sightedness, as per glass sent, (best pebble glasses wanted.)

1 ladies' parasol, best silk, color drab or ashes of rose.

¼ pound black sewing silk, fine. If can be had of mixed colors, get ½ pound of best qualities.

2½ doz. best spool cotton.

Quantities: 2, 3, 3, 4, 6, 4, 3, 3, 2=30 spools.

Number: 24, 30, 36, 40, 46, 50, 60, 70, 80.

1 pair lady's scissors, ordinary size, and some needles of best make.

Should the money not hold out to buy all this articles, omit—

2 pr. of the boys' shoes.
1 " " gents' boots.
1 " " suspenders.

Get the best quality of everything.

Or should any of the articles *be too bulkey*, don't hesitate to omit them, and will feel much obliged even for a portion of them, as your discretion may determine.

M. D. S.

---

*Measure of shoes, &c., enclosed, in case you can't purchase by the number.

125 No. 14, H. F.

LIVERPOOL, 11*th December*, 1861.

We certify that we have been personally acquainted with Captain Charles William Westendorff for ten years. He served an apprenticeship under an experienced shipmaster sailing out of Charleston, and afterwards he had the command of a ship belonging to our Charleston house, Messrs. John Fraser & Co.

We have much pleasure in adding that we respect and esteem Captain Westendorff. We know him to be a sober, honest, and reliable man, and he is, in our opinion, worthy to be the master of any ship of which he may get the command.

FRASER, TRENHOLM & CO.,
10 *Rumford Place.*

Memorandum, ships sailed in:

"Merchant,"	Charleston,	master.	Sept., 1851, to Dec., 1861.
"Adela,"	do.	do.	
"Camillus,"	do.	do.	
"Glenburn,"	Bath,	do.	
"Alexandrine,"	do.	do.	
"Helen,"	Charleston,	do.	

We know that Captain Westendorff was master of the vessels named above.

FRASER, TRENHOLM & CO.

126 LIVERPOOL, *December* 11*th*, 1861.

I hereby certify that C. W. Westendorff sailed in the ship "Harriet and Jessie," of Charleston, under my command, for a period of five years, viz: from 1842 to 1847, as boy and ordinary seaman, and during that time he always gave entire satisfaction, being sober and attentive to his duties.

(Signed) JAMES CONNER,
Late of the Harriet and Jessie,
and now of the Matilda, of Charleston.

The writer has known captain Conner twenty years, and can testify to the truth of his certificate above.

J. T. WELSMAN,
Of Fraser, Trenholm & Co.

No. 15, H. F.

ON BOARD THE S. S. BERMUDA,
20*th March*, 1862.

DEAR SIR: We, the undersigned, passengers on board your vessel from Liverpool to Bermuda, beg leave, before parting with you, to express our thanks for the kind treatment and unceasing attention which we have received at your hands. Your efforts to add to our

comfort and make our time pass pleasantly has served in a great measure to destroy the monotony of a sea voyage. We also take much pleasure in assuring you that the strict attention we have observed you paid to the management of your fine ship has been such as to make us feel always a perfect security and confidence under your care. With our best wishes for your future prosperity, we are, dear sir, yours, respectfully,

J. J. PRINGLE.
GEORGE DUNN.
JAMES MACHUGH.
GEORGE HENRY KEELING.
J. J. PRINGLE, JR.
J. R. POINSETT PRINGLE.
W. E. SPARKMAN.
WM. G. EMBLETON.
P. GELLATLY.
J. MCFARLAND.
ARTHUR HUGER.
JNO. GEMMELL.

Captain WESTENDORFF.

127 No. 17, H. F.

[Copy.]

CHARLESTON, *March 5th*, 1862.

DEAR SIR: Messrs. Fraser, Trenholm & Co., under date January 16th last, advise us that they had despatched the ship "Ella" with a cargo to you, and that she would be followed by the "Bermuda" steamer, with goods; concerning these vessels and cargoes we shall correspond further with you; in the mean time, we beg you will cover all goods as above, or any other goods for us, fully by fire insurance, whether discharging or discharged; and if it occurs at any time that such goods lay afloat, and are not provided for against fire by the tenure of the marine policy, (allowing lay days) please protect them also by fire insurance. Yours, very respectfully,

(Signed) JNO. FRASER & CO.

N. T. BUTTERFIELD, Esq., *Bermuda.*

[Copy.]

CHARLESTON, *April 1st*, 1862.

DEAR SIR: Should the steamer "Economist," Captain Burgo, put into your port on her way to Liverpool, we have requested Capt. B. to present you this letter. He will require coal and possibly some small supplies, which you will oblige us by furnishing, drawing for the cost of the same on Messrs. Fraser, Trenholm & Co., Liverpool, at 1 *a* 10 days.

We suppose the steamer "Bermuda" may be with you ere this, and the ship "Ella."

We will thank you to request the masters to act as follows, viz:

Capt. Westendorff to take in the tea and other light articles per Ella (if he has room for them) and proceed to Nassau, reporting himself on arrival there to Messrs. Hy, Adderly & Co.

Captain Carter to keep in his cargo and wait further orders from us. They will reach him, we think, very shortly.

Yours, respectfully,

(Signed) JNO. FRASER & CO.

N. T. BUTTERFIELD, Esq., *Bermuda.*

128 HAMILTON, *April 19th*, 1862.

DEAR SIR: Herewith are copies of two letters received today from Messrs. Jno. Fraser & Co., which it may be desirable for you and Capt. Carter to see if you have not yourselves heard from the same gentlemen. I will be glad to hear from you as to the fire insurance which they wish should be made, whether any of the articles alluded to are soon to be discharged, and to what value.

Mr. Bourne writes me that he is supplying the Economist with coals, he does not say at what price, and perhaps it will be well for you to enquire. I am very truly your obedient servant,

N. T. BUTTERFIELD.

Capt'n WESTENDORFF,
Steamer Bermuda, St. George's.

No. 20, H. F.

[Copy.]

ST. GEORGE'S, *April 21st*, 1862.

DEAR SIR: Since mailing my letter of yesterday I have read a letter of instructions from Messrs. Fraser, Trenholm & Co., in which they say that the Bermuda and her cargo were covered by insurance from Liverpool to this port. I infer from the tenor of that letter that the policy must have expired on arrival here, and for this purpose I write you to know if it would not be advisable to effect insurance on the ship and cargo from this port to Nassau; it might be done conditionally that, in case there should be insurance on the property elsewhere, a part of the premium be returned. Your views on the matter will greatly oblige yours truly,

Mr. N. T. BUTTERFIELD. C. W. W———.

129 ON BOARD STR. "BERMUDA,"

St. George's, Bermuda, Sunday, March 30th, 1862.

MY BELOVED AUNT, SISTER OF MY SAINTED MOTHER: You will observe by the heading of this that I write on the holy Sabbath day. Had circumstances permitted, I should have been now within the sanctuary of God, engaged in the worship of "Him" in whom "there is no unrighteousness;" but as my vessel lies in a not altogether safe place, and the weather is very unsettled, I am compelled

to remain on board; yet have I not forgotten, dear aunt, that "He" listeneth to the prayers of one, as well as to those of a congregation, and, believing this, I have engaged, humbly though it be, in communing with God. Sweet, indeed, has been the comfort afforded me; rich has been the consolation derived; joyful to my heart has been the assurances received from his holy word, and oh, earnestly could I sing at this moment—

"Then I will tell to all around
"What a dear Savior I have found."

But, dear aunt, I am engaged in the delightful task of writing you without knowing whether you will ever receive my letter, or, in fact, when, if ever, I shall be able to send it to you. However, I shall go on now, trusting that "He" who has aided me in every undertaking thus far, will perhaps devise some means for me to carry out my desire in this respect And now what shall I write about, or, rather, what shall I write about first? for there are many, many, aye, a multitude of things that I would commune with you about; still I have a subject without a moment's consideration—one which will interest us both; one which we both love to talk or write of; one which brings with it recollections of all that is near to our hearts: one which mingles with its name associations of pleasure and happiness; yea, one which memory ever clings to as her dearest solace in her darkest hour. Do you ask what is my theme, dear aunt? I answer, it is home, your home, my home; how often, oh how often, have I, do I, think of both! Nor is it alone in my mind, but also in my prayers. How are you all? My heart droops when I put the question, for well do I know that hovering over thee is a cloud dark and dreary in its aspect. I feel that gloom sits heavily upon each member of the family. Yes, methinks that upon the bosom of the winds I hear borne the sounds of sighs. Anxious care, I well ween, has sit its furrow across thy brow, beloved aunt, ere this; though God in his mercy grant that you have found the same consolation that I have in relying implicitly on "Him," and humbly submitting to His holy will. Prayer is the balm that soothes the heart's sorest affliction; it is the oil which angel spirits pour upon our wounded souls; it is the consoling power which quiets our troubled minds, and opens to our visions bright worlds of endless bliss beyond this veil of tears. And this you have found it, no doubt, dear aunt; truly have I. "Grim-visaged war" has torn from your side two of your beloved children; they are separated from all the comforts and endearments of home. No mother's smile greets them now when evening shades appear. No mother's kiss seals its token of holy affection upon their cheeks ere retiring to rest at night, though I well ween that their slumbers carry them back to the spot, of all others the dearest to their heart. The bed upon which their wearied forms seek repose, after the fatiguing duties of camp life, may be hard; but the dreams are as soft, the visions as sweet, as though time had transported them back to childhood's happy days, when

"Life seemed formed of sunny years,"

and every breeze that blows, I well ween, bears on its bosom "sweet smiles and soft kisses" to the dear ones at home. Oh, may He who calmeth the raging tempest with a look, and who holdeth worlds in the hollow of his hand, watch over and preserve from all harm the forms of your dear children, now engaged in the service of their country. Nevertheless, "Thy holy will be done." I trust sincerely this may be the only cloud which darkens your homestead. I hope that all else is tending smoothly, and the consolation of having the rest of your dear children, our beloved cousins, around you, may in a great measure ease your anxiety and quiet your troubled mind. And now I turn to my own, my own little dwelling place upon the banks of the Ashley, where I have often enjoyed many a happy hour in the company of an affectionate wife and a trio of loving babes. Even now methinks I hear the prattle of their little mouths, as in innocence and mirth they engaged in their sportive tricks. Months have elapsed, dear aunt, since last I saw them, and it seems
131 years since I knelt with them, invoking the blessing of God upon them, and placing them in his charge, though still I feel lingering upon my cheek the warm kisses which they imprinted there when I clapsed them to my bosom and bid them farewell.

No. 21, H. F.

ST. GEORGE'S, *April 21st*, 1862.

MR. GEORGE DUNN—SIR: Your favor of to-day is at hand. In reply to your suggestion, [that I should arrange for you and your party going out with me,] I must say that circumstances prevent my complying. [I would not feel warranted in doing so. I would scarcely think it advisable either in your leaving here now, expecting, as you informed, me the arrival of Maj. Fickling.]

Relative to your views of the instructions which I received to proceed to another port, permit me to say that you must have been totally ignorant of their tenor, otherwise you could not have possibly construed them as referring as much to my government passengers as to my cargo.

The packages which you —— contain working materials [which you say are on board and intended] for your department, were taken in precisely as the remainder of the cargo. Bills of lading signed to be delivered to order. The responsibility, therefore, would be too great for me to undertake discharging [delivering] them, unless I received instructions to that effect.

I am, sir, truly yours,

C. WM. WESTENDORFF.

(The words in brackets above are, in the original, run over with an ink line.)

No. 22, H. F.

HAMILTON, *March* 28, 1862.

DEAR SIR: I have received yours of yesterday, with the bill for £250, which is quite satisfactory, and I return it herewith.
132 I will furnish the money on a charge of 2½ p'r c't, and take one or both the sets of exchange, as you please, at par.

I am, very truly, your mo. ob'dt serv't,

N. T. BUTTERFIELD.

To Capt'n C. WESTENDORFF,
Steamer Bermuda.

Address endorsed: Capt. C. W. Westendorff, steamer Bermuda, care of Messrs. Higgs & Hyland, St. George's.

Post marked: Hamilton, Bermuda, Mar. 28, 1862.

HAMILTON, *April 22nd*, 1862.

DEAR SIR: From the circumstances in which the vessels are, I do not see that fire insurance can be effected.

The money you may require I will furnish, as before mentioned, charging 2½ p. ct. for advancing, and taking your draft on Messrs. Fraser, Trenholm & Co.

Yours, very truly,

N. T. BUTTERFIELD.

C. W. WESTENDORFF, Esq'r.

Endorsed: C. W. Westendorff, esq'r, steamer Bermuda, St. George's.

Post mark: Hamilton, Bermuda, April 22, 1862.

No. 31, H. F.

Received, Stockton, 12th February, 1862, from Capt'n E. L. Tessier, four pounds, thirteen shillings, and four pence, sterling, in full of all demands against the S. S. Bermuda to the 17th of January, 1862, inst.

ADEX'DR GRAY.

£4 13 4.

133 No. 53, H. F.

No. 86, H. F., being a duplicate.

Capt. Str. "*Bermuda,*"

To N. C. McCallan, DR.

1862.					
Mar. 21,	To 56 lbs. beef, *a* 8*d.* = 37*s.* 4*d.*; potatoes, 6*s.*; fish, 3*s.*; vegetables, 8*s.* 6*d.*	£2	14	10
" 22,	" 50 lbs. beef, *a* 8*d.* = 33*s.* 4*d.*; vegetables, 8*s.* 6*d.*; bananas, 4*s.* 3*d.*; (24) 3 lbs. pork, *a* 8*d.* = 2*s.*	2	8	1
" 25,	" 30 lbs. beef, *a* 8*d.* = 20*s.*; (27) 20 lbs. beef, *a* 8*d.* = 13*s.* 4*d.*; bread, 1*s.*	1	14	4
" 28,	" 15 lbs. beef, *a* 8*d.* = 10*s.*; (29) 25 lbs. beef, *a* 8*d.* = 16*s.* 8*d.*; (30) 50 lbs. do., *a* 8*d.* = 33*s.* 4*d.*	3	0	0
" 30,	" 10¼ lbs. mutton, *a* 10*d.* = 8*s.* 6½*d.*; fish, 2*s.* 10*d.*; brush, 1*s.* 6*d.*		12	10½
" 31,	" 15 lbs. pork, *a* 8*d.* = 10*s.*; fish, 1*s.* 3*d.*; 50 lbs. sugar, 14*s.*; 5 lbs. mutton, *a* 10*d.* = 4*s.* 2*d.*	1	9	5
Apr. 1,	" 15 lbs. beef, *a* 8*d.* = 10*s.*; 50 lbs. fish, *a* 3*d.* = 12*s.* 6*d.*; (2) 15 lbs. beef, *a* 8*d.* = 10*s.*	1	12	6
" 3,	" 60 lbs. beef, *a* 8*d.* = 40*s.*; vegetables, 2*s.*; potatoes, 3*s.*; (4) 12 lbs. mutton, 10*s.*	2	15	0
" 4,	" rope, 1*s.* 8*d.*; (5) vegetables, 8*s.*; 60 lbs. beef, *a* 8*d.* = 40*s.*; thimble, 8*d.*	2	9	3
" 5,	" 5¾ lbs. soap, *a* 6*d.* = 2*s.* 10½*d.*; candles, 1*s.* 6*d.*; 2 lbs. tobacco, *a* 2*s.* = 4*s.*		8	4½
" "	" eggs, 7¼*d.*; (7) 15¼ lbs. pork, *a* 8*d.* = 10*s.* 2*d.*; (7) 5 lbs. butter, *a* 1*s.* 1*d.* = 5*s.* 5*d.*		16	2½
" 7,	" 1 line, 4*s.*; rope, 1*s.*; (8) 40 lbs. fish, *a* 3*d.* = 10*s.*; 10¾ lbs. beef, *a* 8*d.* = 7*s.* 2*d.*	1	2	2
" 9,	" 15 lbs., *a* 8*d.* = 10*s.*; (10) 45 lbs. pork, *a* 8*d.* = 30*s.*—cash for labor, 20*s.*	3	0	0
" 12,	" 55 lbs. beef, *a* 8*d.* = 36*s.* 8*d.*; vegetables, 6*s.*; (14) 12 lbs. veal, *a* 8*d.* = 8*s.*	2	10	8
" 14,	" 16 lbs. butter, *a* 1*s.* 1*d.* = 17*s.* 4*d.*; 1 bbl. potatoes, 15*s.*; 3 yds. canvas, *a* 1*s.* 8*d.* = 5*s.*	1	17	4
" 15,	" 41 lbs. fish, *a* 3*d.* = 10*s.* 3*d.*; 12 lbs. beef, *a* 8*d.* = 8*s.*; candles, 1*s.* 6*d.*		19	9
" 16,	" 15 lbs. beef, *a* 8*d.* = 10*s.*; eggs, 1*s.* 3*d.*; (17) 43 lbs. beef, *a* 8*d.* = 28*s.* 8*d.*	1	19	11
134				
" 17,	" cash paid for labor, 12*s.*; (18) 30 lbs. fish, *a* 3*d.* = 7*s.* 6*d.*; 2 pots jam, *a* 1*s.* 8*d.* = 3*s.* 4*d.*	1	2	10
" 18,	" biscuit, 8*d.*; 11½ lbs. beef, *a* 8*d.* = 7*s.* 8*d.*; (19) 15 lbs. beef, *a* 8*d.* = 10*s.*		18	4

Apr. 19,	To	vegetables, 8*s.*; 43 lbs. beef, *a* 8*d.* = 28*s.* 8*d.*; milk, 2½*d.*; cash for labor, 16*s.*	£2	12	10½
" "	"	1 bbl. potatoes, 16*s.*; (21) 15 lbs. beef, *a* 8*d.* = 10*s*	1	6	0
" 21,	"	25 lbs. oakum, *a* 6*d.* = 12*s.* 6*d.*; cash for labor, 16*s.*	1	8	6
" 22,	"	40 lbs. fish, *a* 3*d.* = 10*s.*; 15 lbs. beef, *a* 8*d.* = 10*s.*; water, 41*s.*	3	1	0
" "	"	1 doz. boxes sardines, *a* 1*s.* = 12*s.*; 1 box soap, 54 lbs., *a* 5*d.* = 22*s.* 6*d.*	1	14	6
" "	"	10 jars jam, assorted, *a* 1*s.* 8*d.* = 16*s.* 8*d.*; 6 lbs. candles, *a* 1*s.* 6*d.* = 9*s.*	1	5	8
" "	"	1 bbl. sugar, 200 lbs., *a* 28*s.* = 56*s.*; 12 lbs. crushed sugar, *a* 8*d.* = 8*s.*	3	4	0
" "	"	10 galls. oil, *a* 7*s.* = 70*s.*; 1 kit salmon, 14*s.* 12 doz. eggs, *a* 1*s.* 3*d.* = 15*s.*	4	19	0
" "	"	2 small tubs butter, 41 lbs., *a* 1*s.* 1*d.* = 44*s.* 5*d.*; 1 tub lard, 25 lbs., *a* 10*d.* = 20*s.* 10*d.*	3	5	3
" "	"	25 lbs. oakum, *a* 6*d.* = 12*s.* 6*d.*; onions, 8*s.*; 1 lb. black peper, 1*s.* 4*d.*	1	1	10
" "	"	vegetables, 20*s.*; 6 nutmegs, 6*d.*; 2 tins blacking, *a* 4*d.* = 8*d.*	1	1	2
" "	"	3 lbs. saleratus, *a* 1*s.* = 3*s.*; 2 bbls. potatoes, *a* 16*s.* = 32*s.*	1	15	0
" "	"	5 lbs. dried apples, *a* 8*d.* = 3*s.* 4*d.*; 1 lb. ground cinnamon, 2*s.* 9*d.*		6	1
" "	"	6 hickory brooms, *a* 10*d.* = 5*s.*; 4 corn brooms, *a* 1*s.* = 4*s.*		9	0
" "	"	2 bbls. flour, *a* 34*s.* = 68*s.*; 6 fowls, 12*s.*	4	0	0
" 23,	"	15 lbs. beef; 86 lbs. do., *a* 8*d*	3	7	4
" "	"	water, 26*s.*	1	6	0
			£69	15	1

Rec'd payment,

W. C. McCALLAN.

APRIL 23, 62.

135 No. 54, H. F.

Stores for S. S. Bermuda.

4 tcs. beef, . 85*s.*
2 " " . 105*s.*
1 " " . 115*s.*
5 bbls. pork, . 80*s.*
2 " "
1 " brown sugar,
[1 sack Jamaica coffee,]
1 chest black tea,
10 lbs. green tea,
Molasses,
4 loaves white sugar,
Lime juice,
50 lbs. lard,
10 hams,
12 smoked tongues,
6 jars tripe,
1 box yellow soap,
1 side bacon, not come,
Salt,
1 lb. black pepper,
¼ " Cayenne,
2 " saleratus,
1 doz. nutmegs,
1 lb. ground cinnamon,
12 lbs. dried apples,
½ gross matches,
50 lbs. codfish,
½ bushel split peas,
½ " white beans,
1 bag rice,
4 truckle cheese,
[½ doz. bottles pickles,]
½ doz. bot. Worcestershire sauce,
6 lbs. sago,
6 " sperm candles,
6 " tapioca,
½ box layer raisins,
6 lbs. currants,
3 " citron,
22 kits mackerel,
1 keg corn meal,
½ doz. boxes sardines,
[1 kit salmon,]
2 kegs butter,
1 lb. ginger,
¼ lb. cloves,
12 lbs. soda—washing,
5 " preserved currants,
[Gooseberries,]
[Apples,]
3 bbls. flour,
1 doz. patent candles,
[1 smoked beef,]
2 gallons brandy,
2 " whiskey,
1,500 lbs. navy bread,
6 cans baking powder,
2 lbs. hops,
Mustard, 1 lb.
[2 bottles ketchup,]
6 tins chocolate,
1 box tobacco.

[The articles in brackets in the above are, in the original, run over with an ink line.]

136 No. 65, H. F.

{Seal Searchers, Customs, Liverpool.} Number of certificates, eight.
S. S. Bermuda,
Ship for
Bermuda.
Master—CHAS. W. WESTENDORFF.

Date of clearance—
L'pool,
28th Feb'y,
1862.

J. MENDIL, *Searcher.*

J. PYKE, *pr. Collector.*

No. 446, Cocket Card.

Victualling bill.

Granted number, [379]

Pilot.
Port of Liverpool.
Bonded and drawback stores in the "Bermuda."
Charles W. Westendorff, master, for Bermuda.

Men None. Guns. Passengers or troops. 716 tons.

Nett quantities taken on board.

Spirits. Foreign.		
Rum,	per gall.	2.
Brandy,	"	
Geneva,	"	
Other spirits not sweetened,	"	
Spirits. British or Plantation.		
Rum,	"	
Gin,	"	
Whiskey,	"	2 B. P.
Other spirits not sweetened,	"	
Wine,	"	
Wine, (for drawback,)	"	
Beer, (for drawback,)	"	
Vinegar,	"	
137 Tea	per lb.	55
Coffee,	"	
Coffee, roasted, (for drawb'k,)	"	
Cocoa,	"	
" paste,	"	cwt. qr. lbs.
Sugar refined,	per cwt.	0 2 0
" (for drawback,)	"	cwt. qr. lbs.
Sugar not refined,	"	2 1 17
" bastard, (for drawback,	"	cwt. qr. lbs.
Molasses,	"	3 0 15
Tobacco, (for drawback,)	per lb	10 lbs.
" negro head,	"	
" roll,	"	
Segars,	"	
Pepper,	"	
Raisins,	per cwt.	11 lbs.
Currants,	"	14 lbs.
Figs,	"	

Prunes,	-	-	-	per cwt.
Plums,	-	-	-	"
Sundries,	-	-	-	"
Surplus stores,		-		"
5 ½ lbs tobacco,		-		"

J. MENDILL, *Searcher.*
J. PYKE, *for Collector.*
FRAZER, TRENHOLM, *Broker,*
Rumford Place, residence, United Kingdom.

Examined. Cleared 26th February, 1862.

United Kingdom. Victualling bill.

No. 5. For transhipment only. 1. Entry and cocket for foreign goods in transit.
Liverpool custom-house. In the S. S. "Bermuda," for Bermuda.

I, James Walter Witter, of 10 Rumford Place, do hereby enter the following goods in transit, reported inward by the British
138 Queen, from Havre, 18 July, 1861, and for which transit bond has been given, viz:
Two cases haberdashery and millinery. 3704. Total value, £100.
Certified 14 Feb'y, 1862.

T. COOPER,
Pro Collector, or pro Comptroller.

Signature of the exporter—
JAS. W. WITTER.

Ship entered outwards 3 Feb., 1862. 716 tons. Mersey dock estate, paid Feb. 14, 1862, goods outward.
SEARCHER'S OFFICE, CUSTOMS, *Liverpool, Feb.* 15, 1862.

Endorsed: [H] ½. 2 cases haberdashery and millinery. No. 5. For transhipment only. 2. Entry and cocket for foreign goods in transit. Liverpool custom-house. In the "Bermuda" for Bermuda.

I, Jas. W. Witter, of 10 Rumford Place, do hereby enter the following goods in transit, reported inwards by the Balbec, from Havre, 25 July, 1861, and for which transit bond has been given, viz:
One case haberdashery and braid. 3761. Total value, £50. Certified 14 Feb'y, 1862.

T. COOPER,
Pro Collector, or pro Comptroller.

Signature of the exporter—
JAS. W. WITTER.

Ship entered outwards 3 Feb'y, 1862. 716 tons. Mersey dock estate, paid Feb. 14, 1862, goods outward.
SEARCHER'S OFFICE, CUSTOMS, *Liverpool, Feb.* 15, 1862.

Endorsed: [H] 3. One case haberdashery, value £50. No.
139 5. For transhipment only. 3. Entry and cocket for foreign goods in transit. Liverpool custom-house. In the S. S. "Bermuda" for Bermuda.

I, Jas. W. Witter, of 10 Rumford Place, do hereby enter the following goods in transit, reported inwards by the Balbec, from Havre, 8 Aug., 1861, and for which transit bond has been given, viz:
One case haberdashery and braid. 3705. Total value, £40. Certified 14 Feb'y, 1862.

T. COOPER,
For Collector, or for Comptroller.

Signature of the exporter—
JAM. W. WITTER.

Ship entered outwards 3 Feb., 1862. 716 tons. Mersey dock estate, paid Feb. 14, 1862, goods outward.
SEARCHER'S OFFICE, CUSTOMS, *Liverpool, Feb.* 15, 1862.

Endorsed: [H] 4. One case haberdashery, value £40. No. 5. For transportation only. 4. Entry and cocket for foreign goods in transit. Liverpool custom-house. In the S. S. "Bermuda" for Bermuda.

I, James Walter Witter, of 10 Rumford Place, do hereby enter the following goods in transit, reported inward by the "British
140 Queen," from Havre, 11 Sept., 1861, and for which transit bond has been given, viz:
One case millinery. 5706. Total value, £40. Certified 14 Feb'y, 1862.

T. COOPER,
Pro Collector, or pro Comptroller.

Signature of the exporter—
JAS. W. WITTER.

Ship entered outwards 3 Feb., 1862. 716 tons. Wilmington dock. Mersey dock estate, paid Feb. 14, 1862, goods outward.
SEARCHER'S OFFICE, CUSTOMS, *Liverpool, Feb.* 15, 1862.

Endorsed: [H]* 5. One case millinery. No. 5. For transportation only. 5. Entry and cocket for foreign goods in transit. Liverpool custom-house. In the S. S. "Bermuda" for Bermuda.

I, James Walter Witter, of 10 Rumford Place, do hereby enter the following goods in transit, reported inwards by the "British Queen," from Havre, 26 Sept., 1861, and for which transit bond has been given, viz:
One case haberdashery and millinery. Total value, £40. Certified 14 Feb'y, 1862. 3703.

T. COOPER,
Pro Collector, or pro Comptroller.

Signature of the exporter—
JAS. W. WITTER.

Ship entered outward 3 Feb. 1862. 716 tons. Mercy dock estate, paid Feb. 14, 1862, goods outward.

SEARCHER'S OFFICE, CUSTOMS, *Liverpool, Feb* 15, 1862.

Endorsed: [H]* 6. One case haberdashery and millinery.
141 No. 5. For transhipment only. 6. Entry and cocket for foreign goods in transit. Liverpool custom-house. In the "Bermuda" for Bermuda.

I, James W. Witter, of 10 Rumford Place, do hereby enter the following goods in transit, reported inwards by the Stromboli, from Havre, 26 April, 1861, and for which transit bond has been given, viz:

Four cases of chinaware and medicines. 5760. Total value, £105. Certified 14 Feb., 1862.

Signature of the exporter—
JAS. W. COOPER.

T. COOPER,
Pro Collector, or pro Comptroller.

Ship entered outwards 3 Feb'y, 1862. 716 tons. Wellington dock. Mersey dock estate, paid Feb. 14, 1862, goods outward.

SEARCHER'S OFFICE, CUSTOMS, LIVERPOOL, 15 *Feb.*, 1862.

Endorsed: P B L. 529–82. Four cases chinaware, value £105. No. 5. For transhipment only. 7. Entry and cocket for foreign goods in transit. Liverpool custom-house. In the S. S. "Bermuda," for Bermuda.

I, James Walter Witter, of 10 Rumford Place, do hereby enter the following goods in transit, reported inwards by the "Balbec," from Havre, Sept. 5, 1861, and for which transit bond has been given, viz:

Two cases cotton-manufactured goods. Total value, £95. Certified 14 Feb'y, 1862. 5702.

Signature of the importer—
JAS. W. WITTER.

T. COOPER,
Pro Collector, or pro Comptroller.

Ship entered outwards 3 Feb. 1862. 716 tons. Wellington dock. Mersey dock estate, paid Feb. 14, 1862, goods outward.

SEARCHER'S OFFICE, CUSTOMS, LIVERPOOL, *Feb.* 15, 1862.

Endorsed: B B J A B. 1–2=two cases cotton goods.

SHIPPING BILL. 6271 *a* 6275.

Warehoused or drawback goods, and goods exported under some particular rule, regulation, or restriction.

Ship's name.	Whether British or foreign ship; if foreign, the country.	Master's name.	Port or place of destination.
Bermuda.	British.	Westendorff.	Bermuda.

HENDERSON & BEAZLEY, *Exporters.*

Marks.	Numbers.	Description of packages, quantity, quality, and description of goods.
	424 a 448	25 boxes tea, containing 501 lbs. nett.
	2779 a 2788	10 chests " " 893 " "
	4208 — 4211	4½ " " " 227 " "
	1070 a 1075	6 " " " 266 " "
	7594 a 7613	20 boxes " " 219 " "

Total No. of pkgs.

SEARCHER'S OFFICE, CUSTOMS, LIVERPOOL,
Feb'y 15, 1862.

I declare the value of the goods above described to be . I claim drawback on and declare the value* thereof to be .

(Signed) H. S. TOMPKINS,
Exporter or Agent.

(Countersigned) JN. MENDIL, *Searcher.*

Dated this 7th day of Feb'y, 1862, Wellington dock.

143 No. 67, H. F.

Salt provisions.

1 tierce of beef, (307 lbs.) 1 barrel of pork.

Oils and paints.

1 barrel pure oil, (25 gals.)
1 " of eng. oil, (25 ")
12 galls. of paint oil.
2 " light varnish.
2 " copal "
1 " spts. of turp't'e.
30 lbs. of white lead.
15 lbs. of black "
20 " red "
1 dozen paint brushes, assorted.
(Half of them used in the engine-room.)

Boatswain's stores and gear complete for two derricks.

1 coal gin.
2 double purchase blocks.
3 pair of chain can hooks.
3 " crate hooks.

* Applicable to British goods only.

2 single purchase blocks.
2 top blocks, 2 cat "
4 double puff tackles.
4 single "
24 spare blocks, (assorted.)
24 wooden shears, "
12 iron " "
6 dead-eyes.
3 snatch blocks.
2 pair of chain ball hooks.
6 stand ball hooks.
2 pair of chain slings.
1 " " cased.
2 " hooks and thimbles, (all single.)
⅓ of a roll of spun yarn.
Seizing stuff and marlin sufficient for a voyage.

Remainder of coils of rope of different size left on board by the rigger.

1 bolt of thin cotton canvas.
1 piece of hemp canvas bought for the bridge.
6 skeins of hemp twine. (No needles.)
No parceling of any description.

144 No. 69, H. F.

20 Presson's Row,
Liverpool, 24th February, 1862.

Owners "Bermuda."
Capt'n C. W. Westendorff,
Bo't of Sutherland & Robinson,
Late Sutherland & Conbrough,
Dealers in ship stores, wines, spirits, and provision merchants.

	£	*s.*	*d.*
1 half chest good Congou tea, 45 lbs., *a* 1*s.* 6*d.*	2	12	6
1 cannister, 2*s.*; fine green tea, 10 lbs., *a* 3*s*	1	12	0
1 barrel 1*s.* 6*d.* fine Porto Rico sugar, 2 1 17—30*s*	3	13	7
1 bag 9*d.* refined loaf sugar, 56 lbs., *a* 5½*d*	1	6	5
1 case (Martelles) finest pale brandy, 1 dozen, 42*s*	2	2	0
1 case fine Glenlivet whiskey, 1 dozen, 16*s*	0	16	0
1 box Muscatel raisins, 11 lbs., *a* 9*d.*; 1 jar 1*s.* 6*d.* Patras currants, 14 lbs., *a* 5*d*	6	15	7
1 box 1*s.* 6*d.* good cavendish tobacco, 10 lbs. 1*s.* 4*d.*; 3 lbs. citron, *a* 1*s.* 6*d.*	0	19	4
1 keg 1*s.* 6*d.*—12 smoked ox tongues, *a* 4*s.* 6*d.*; 3 jars Bristol tripe, *a* 10*s.* 6*d*	4	7	0
1 keg salt, 2*s.* 6*d.*; lard, 50 lbs., *a* 9*d.*; 2 kegs pickled butter, 80 lbs., *a* 1*s.* 6*d.*	6	13	4
10 prime cumb'd hams, (8 canvas, 1*s.* 6*d.*) 163 lbs., *a* 11*d.*; 6 tins sardines, *a* 1*s.* 6*d*	8	0	5
4 truckle cheese, (3 bladders, *a* 6*d.*) 37 lbs., *a* 9½*d.*; 1 bundle codfish, Nfld., 0 2 0 *a* 20*s*	2	0	10

	1 quarter barrel mackerel, 21*s.*; 3 bbls. superfine flour, 37*s.* 6*d.*	6	13	6
	1 keg 1*s.* 6*d.* Indian corn meal, 56 lbs., *a* 15*s.*; 1 hf. brl. 1*s.* 6*d.* split peas, 1 bus., *a* 16*s*	1	6	6
	1 bag Patna rice 2 0 0 *a* 17*s.*; 1 hf brl. 1*s.* 6*d.* Calavanza beans, 100 lbs., *a* 24*s.* 6*d.*	3	0	0
	6 bottles (L. & Ps.) Worcester sauce, *a* 1*s.* 6*d.*; 6 lbs. best composite candles, *a* 1*s*		15	0
	28 lbs. yellow soap, *a* 5*d.*; 1½ lbs. patent sperm candles, *a* 1*s.* 3*d*		13	7
	1 parcel Windsor soap, 2*s.* 6*d.*; 6 jars table salt, *a* 6*d*		5	6
	6 tins superfine mustard, *a* 1*s.* 6*d.*; 2 bottles blk. pepper, *a* 11*d*		10	10
145	1 bottle Cayenne pepper, 1*s.* 6*d.*; 6 tins baking powder, *a* 1*s.*		7	6
	2 bottles salaratus, *a* 1*s.* 6d.; 1 parcel assorted spices, 7*s.* 6*d*		10	6
	1 tin, 1*s.* 6*d.* sago, 7 lbs., *a* 5.; 1*d.* tin, 1*s.* 6*d.* tapiaco, 7 lbs., *a* 10*d*		11	9
	1 large tin fancy biscuits, 8*s.* 6*d.*; 1 tin, 6*d.* washing soda, 14 lbs., *a* 2*d*		11	4
	6 doz. lucifer matches, *a* 6*d.*; 1 doz. asst'd preserves, *a* 1*s.* 4*d*		19	0
	2 lbs. hops, *a* 2*s.* 6*d.*; 7 tins milk and chocolate, *a* 1*s.* 3*d.*		12	6
Feb'y 1,	1 prime truckle cheese, 9¼ lbs., at 9½*d.*; 2 lbs. best Congou tea, *a* 4*s.* 4*d.*		16	0
" 8,	1 barrel superfine flour, *a* 37*s.* 6*d.*; 1 bottle (L. & Ps.) Worcester sauce, 1*s.* 9*d*	1	19	0
" 8,	2 lbs. best Congou tea, *a* 4*s.* 4*d.* (11*d.*;) 1 bottle Glenlivet whiskey, 3*s*		11	8
" 13,	1 bottle fine pale brandy, 5*s.*; 4 lbs. best Jamaica coffee, *a* 1*s.* 8*d*		11	8
" 18,	5 lbs. good raw sugar, *a* 5*d.* (17*d.*;) 2 lbs. loaf sugar, *a* 7*d*		3	3
" 21,	10 lbs. Jamaica coffee, *a* 1*s.* 8*d.*; 10 lbs. raw sugar, *a* 5*d*	1	0	10
" 21,	2 lbs. best Congou tea, *a* 4*s.* 4*d.*; 1 ox tongue, (in tin, (2*s.* 6*d.*)		11	2
" 21,	1 tin milk and chocolate, 1*s.* 3*d.* (24 lbs.;) 6 Bologna sausages, 10 lbs., *a* 2*s*	1	1	3
" 24,	10 lbs. Jamaica coffee, *a* 1*s.* 8*d.*; 1 basket dried apples, 16 lbs., *a* 9*d*	1	8	8
	2 casks, *a* 5*s.* 6*d.*, Matanzas molasses, 3 0 15 *a* 16*s.*	2	15	8
	5 dozen pints E. J. ale, packed; 1 jar 3*s.* 6*d.* lime juice, 5 gals	2	4	9
	store br——5*s.* 6*d.* cart fr——4*s.* 6*d.* cartage, 8*s.*		18	0
		£65	18	5

4 tierces prime mess beef, *a* 85*s*	17	0	0
2 tierces prime mess beef, *a* 105*s*	10	10	0
1 tierce India mess beef, *a* 115*s*	1	15	0
6 barrels prime mess pork, *a* 85*s*	25	10	0
Cartage		7	6
	59	2	6

146 No. 70, H. F.

LIVERPOOL, *February 27th*, 1862.

Shipped on board the steamer "Bermuda," for W. S. Briggs, esq., from the magazine boat—

300 barrels,
78 half barrels,
353 quarter barrels, } Gunpowder.
And one box samples.

Off Queen's D'k.

No. 71, H. F.

20th February, 1862.

From "St. George's House," 5 St. George's Crescent, Liverpool.

Noted for the sale of dressing-cases and writing-desks, in wood and leather; work-boxes, fitted complete; tea-caddies, papier maché goods, jewellery, bagatelle tables, chessmen and boards, playing cards, cribbage-boards and boxes, musical boxes, accordeons, ladies' reticules, fitted complete; dressing-bags, fitted with every requisite; traveling bags, in every size; portmanteaus, in great variety; tortoise-shell and pearl articles, umbrellas, perfumery, toilet brushes, combs, &c., cricket bats, balls and wickets, children's perambulators, rocking-horses, in every size; stereoscopes and views, globes, in every size; cash-boxes, toys, games, and an endless variety of English and foreign miscellaneous fancy articles.

Gun, 4 5 9

Rec'd,

THOS. GALE.

147 No. 72, H. F.

(A. A.)—FOREIGN-GOING SHIP.

[STAMP.] No. 158.

Certificate for clearance outwards.

Name of master.	Name of ship.	Official number.	Port belonging to.	Registered tonnage.
C. W. Westendorff.	Bermuda.	42,608	Liverpool.	716

Port of departure.	Destination of voyage.	Payments, £. s. d.
Liverpool.	Bermuda.	Fees ..... 2 5 0 Forms .... Log..... .. Total.....

I certify that the above-named master has engaged his crew before me, and has produced the certificates of himself, and of such of his mates as are required to produce certificates, and has made the above-mentioned payments,* *or has otherwise complied with the provisions of the statutes in that behalf.*

A. G. MOTT, *Shipping Master.*

Dated at Liverpool, 27th day of February, 1862.

* NOTE.—The words in italics relate to the case of running agreements, and to cases in which no fee is payable.

148 No. 73, H. F.

FEBRUARY, 1862.

CAPT. WESTENDORFF, *Wessley st.*

The New Central Drapery Establishment, W. & T. Davies, general drapers, silk mercers and haberdashers, 15 and 17 Berry street, Liverpool.

		£	s.	d.
Feb'y 7th.	½ doz. hose, *a* 9*s.* = 4*s.* 6*d.*; 10½ doz. reels, *a* 1*s.* 9*d.* = 18*s.* 4½*d*	£1	2	10½
12th.	5 doz. reels, *a* 2*s.* 11*d.* = 14*s.* 7*d.*; 2 lbs. sewing silk, 2,576, *a* 6*s.* 4½*d.*; 4 do. 26, *a* 6*s.* 6*d*	1	7	5½
	1 box needles, 19½*d.*; 4 pck., *a* 2*d.* = 8*d.*; 5 bodkins, *a* ½*d.* = 2½*d*		1	9
	1 tape, 4*d.*; 2 do., *a* 3½*d.* = 7*d.*; 3 do., *a* 3*d.* = 9*d.*; 2 do., *a* 2¾*d.* = 5½*d*		2	1½
	3 do., *a* 2½*d.* = 7½*d.*; 1 do., 2¾*d.*; 1 do., 2*d.*; 2 do., *a* 1¾*d.* = 3½*d.*; 3 do., *a* 1½*d.* = 4½ ...		1	7¼
	3 do., *a* 1¼*d.* = 3¾*d.*; 3 do. 1*d.* = 3*d*			6¾
	3 braid, *a* 2½*d.* = 7½*d.*; 2 do., *a* 1½*d.* = 3*d.*; 4 do., *a* 1*d.* = 4*d.*; 1 do. 2*d.*; 2 do., *a* 1*d.* = 2*d.*; 4 do.. *a* ½ = 2*d*		1	8½
	2 doz. hook, *a* 5½*d.* = 11*d.*; 4 hook and eyes, *a* ¾*d.* = 3*d.*; 2 pens, *a* 6*d.* = 1*s.*; 2 do., *a* 4*d.* = 8*d*		2	10
	1 pins, 4½, *a* 3*d.*; 1 button, *a* 3*d.*; 2 do. 2½ = 5*d.*; 2 do., *a* 2*d.* = 4*d.*; 3 do., *a* 1*d.* = 3*d*		1	10
	8 pr. gloves, *a* 3*s.* 3*d.* = 26*s.*; ½ doz. hose, *a* 18*s.* = 9*s.*; ½ doz. do., *a* 22*s.* = 11*s*	2	6	0

13th.	5 pins, 3, *a*=1*s.* 3*d.*; 12 needles, *a* 2*d.*=2*d.*; 4 buttons, *a* 2½*d.*=10*d.*; 6 do., *a* 6*d.*=3*s*		7	1
	¼ sewing silk, 2,576, *a* 6*s.* 4½*d.*; 2 gloves, *a* 1*s.* 6*d.*=3*s*		9	4½
12th.	6 prs. gloves, *a* 3*s.* 3*d.*=19*s.* 6*d*		19	6
13th.	1 parasol		9	6
		£7	14	2½
6th.	53 61=114 calico, 6*d*		2	17	0
	56½ do. 7½*d*		1	15	4
	41½ 41½=83 8⅝*d*		3	0	6
		£15	7	0½
15th.	17 Canton flannel, *a* 1*s.*=17*s.*; ½ doz. sock, *a* 8*s.* 6*d.*=10*s.* 6*d.*, 11*s.* 6*d.*=15*s.* 3*d.*	1	12	3
	½ doz. hose, *a* 18*s.*=9*s.*; 26 braces, 4*s.*=8*s.*; 2 gloves, *a* 3*s.* 3*d.*=6*s.* 6*d.*; needles, 1*s.*	1	4	6
17th.	1 doz. dressed socks, 9*s.* 6*d.*		9	6
	½ do. do. 8*s.* 6*d.*		4	3
		£18	17	6½
	½ doz. hose, 15*s.*		7	6
	1 doz. socks		7	6
		£19	12	6½
	Cr. by ½ doz. socks, 11*s.* 6*d.* 5 9			
	1 do. 9*s.* 6*d.* 9 6		15	3
		£18	17	3½

Settled February 19th, 1862.

pp. WM. T. DAVIES,
W. W. WILLIAMS.

Form St. 1.

{ Marine Department, Committee of Council of Trade. }

Issued by the Board of Trade in pursuance of the (Merchant Shipping Act of 1854.)

No. 75, H. F.

No. 1,399.

Passenger certificate for a foreign going steamship.

Steamship "Bermuda."

Port of registry and official number.	Register tonnage.	Name of master and number of his certificate.
Liverpool, 42,608	716	E. L. Tessier, 12,175

Number of passengers.

This ship is, according to the declaration of the shipwright surveyor, fit to carry, when there is no incumbrance of passenger accommodation :

Fore cabin passengers.	After cabin passengers.	Total passengers.
Nil.	41	41

Two children under twelve years of age to be reckoned as one passenger.

If the space measured for passenger accommodation is occupied by cattle, or by cargo or other articles,

Then for every 72 cubic feet of such space so occupied } One passenger { Is to be deducted from the numbers above stated.

150 *Boats, life-buoys, and equipments required to be carried by this ship.*

Boats and life-boats.

5 boats { either of the aggregate capacity of } 1,488 cubic feet.

or

3 boats { of the aggregate capacity of } 883 cubic feet.

and

1 boat { of the capacity of } 763 cubic feet.

Life-boats fitted with all requisites for use.

One life-boat in addition to the above-mentioned boats, or one of the above rendered buoyant as a life-boat.

A fire hose capable of being connected with the engine, and of sufficient length to be used in any part of the vessel.

A safety valve on each boiler, out of the control of any person on board, except the master, when the steam is up.

Twelve blue lights or twelve port fires.

One cannon and twelve cartridges, or other approved means of making signals of distress.

Two life-buoys fit and ready for use.

This is to certify that the provisions of the law with respect to the survey of the above-mentioned steamship, and the transmission of declarations in respect thereof, have been complied with.

Signed by order of the Board of Trade this 16th day of August, 1861.

W. A. WALKER,
Officer of the Marine Department.

THOMAS GRAY,
Pro Surveyor General.

This certificate, unless previously cancelled or revoked, to be in force until the 5th day of November, 1861.

If the ship is then out of the United Kingdom, she must be surveyed and have a new certificate before she first begins to ply with passengers after her next subsequent return to the United Kingdom.

Either this certificate, or the duplicate thereof, furnished by the Board of Trade, is to be put up in a conspicuous part of the ship, where it will be visible to all persons on board the same, under a penalty not exceeding ten pounds.

If the number of passengers carried exceeds the number stated on the certificate, the master or owner will be liable to a penalty not exceeding twenty pounds, and to a further penalty for every extra passenger.

Amount of fee to be paid for this certificate in accordance with the 314th section of the merchant shipping act, 1854, and the 151 table marked T in the schedule to that act, £4 00 0

Amount charged to the owners under the 307th section of the merchant shipping act, 1854, being expenses incurred by the surveyors in connection with survey of the vessel for which this certificate is granted, viz :

Travelling and personal expenses of surveyors from New Castle to West Hartlepool,	£2 17 0	2 17 0
		£6 17 0

Name and address of the person to whom this certificate is to be delivered on application—

Messrs. M. Pearse, & Co.,
West Hartlepool.

Whether owner, agent, or master of the ship—

Agents.

Shipping Office at West Hartlepool.

Received, this 17th day of August, 1861, of M. Pearse & Co., the sum of six pounds seventeen shillings and —— pence, being the amount of the fee and expenses as above stated.

£6 17 0

E. C. LAWSON,
Per Shipping Master.

N. B.—Any communication addressed to the Board of Trade relative to this vessel should state the name, port of registry, and official number of the vessel, and the number of this certificate.

152 No. 77, H. F.

No. 78, H. F., is a duplicate of No. 77.

S. S. "Bermuda" and owners to Jno. T. Bourne, for disbursements.

1862.

Apl. 23.	To paid	pilotage from sea, 14 ft	£4	6	0
"	"	ditto to sea, 15 ft	3	5	0
"	"	light dues	3	0	0
"	"	219½ tons coal, at 35*s.* per ton	384	2	6
"	"	pilot attends ship 3 days, at 8*s*	1	4	0
"	"	carriage line to Hamilton	1	0	0
"	"	boat hire to tranship cargo ex. "Ella"		16	8
"	"	N. C. McCallan, supplies	69	15	1
"	"	entering and clearing custom-house, &c.	10	0	0
			£477	9	3

Cr.

By	water supplied ship	£1	6	0	
"	cash p'd pilot	4	6	1	
"	" on ac't coal	377	17	6	
					383 9 6
					£93 19 9

E. & O. E.

St. George's, *Bermuda*, 23*d April*, 1862.

JNO. T. BOURNE.

Correct:

C. WM. WESTENDORFF.

153 No. 88, H. F.

Form No. 9,
a steamer.

Certificate of British registry.

Signal letters	T. K. M. L.
Official number of ship	42,608.
Port number	166.
Date of registry	2d August, 1861.
Name of ship	Bermuda.
British or foreign built	British.
Built at Stockton-on-Tees in the year 1861.	
Port of registry	Liverpool.
How propelled	Screw.
Number of decks	Two.
Number of masts	Two.

Rigged	Brig.
Stern	Elliptic.
Build	Clencher.
Galleries	None.
Head	None.
Framework	Iron.

Measurements.

	Feet.	10ths.
Length from the fore part of stem, under the bowsprit, to the aft side of the head of the stern post	216	2
Main breadth to outside plank	29	0
Depth in hold from tonnage deck to ceiling, at midships,	20	4

Name and address of builder.

Tonnage.

	No. of tons.	
Tonnage under tonnage deck	897	86
Closed in spaces above the tonnage deck, if any, viz :		
Space or spaces between decks		
Poop		
Round house		
Other inclosed spaces, if any, naming them.		
Gross tonnage	897	86
Reduction for space required for propelling power, as measured	180	87
Register tonnage	716	99

154	Length of engine room	31 feet, 4 tenths.
	Number of engines	Two.
Combined power (estimated horse power,) number of horses power		135

Name and address of engine maker,

Fossick & Hackworth, Stockton.

I, the undersigned, register of the port of Liverpool, hereby certify that the ship, the description of which is prefixed to this my certificate, has been duly surveyed, and that the above description is true ; that Eugene Louis Tessier, whose certificate of competency is No. 12,175, is the master of the said ship ; and that the name, residence, and description of the owner, and number of sixty-fourth shares held by him, are as follows :

Name, residence, and occupation of the owner :
Edwin Haigh, of Liverpool, in the county of Lancaster, merchant.

Number of sixty-fourth shares :
Sixty-four. 64.

Dated at Liverpool, the second day of August, one thousand eight hundred and sixty-one.

S. PRICE EDWARDS, *Registrar.*

NOTICE.—A certificate of registry, granted under the "merchant shipping act, 1854," is not a document of title. It does not necessarily contain notice of all changes of ownership, and in no case does it contain an official record of any mortgages affecting the ship.

Endorsed:

N. B.—Indorsements of changes of owners and masters must be made as directed by the instructions to registrars, and will follow here.

CUSTOM-HOUSE, WEST HARTLEPOOL,
17 *January*, 1862.

I hereby certify that Charles William Westendorff, the num-
155 ber of whose certificate of competency is 24,764, has this day been appointed master of the ship within described, in the place of Eugene Louis Tessier.

J. MACKENZIE, *Registrar.*

Also endorsed: Bermuda, of Liverpool. Off'r No. 42,608. Port No. 166. $716\frac{99}{100}$ tons. 2d August, 1861. Signal letters, T. K. M. L.

No. 89, H. F.

PORT OF SAINT GEORGE'S, BERMUDA.

These are to certify all whom it doth concern that C. W. Westendorff, master or commander of the steamship "Bermuda," burthen 716 tons, mounted with guns, navigated with 25 men, British built, and bound for Nassau, having on board general merchandize, laden at Liverpool. One hundred and forty-six bags coffee, two hundred and seventeen chests tea, one hundred and eighty coils rope, five bales twine, and one hundred and twenty bales of bagging, ex ship "Ella" from Liverpool, hath here entered and cleared his said vessel according to law.

Given under my hand at the custom-house, at the Port of St. George's, in the Island of Bermuda, this 22d day of April, one thousand eight hundred and sixty-two.

A. J. M. GILBERT, *Controller.*

Plantation No. 20, general clearance (Long.) 925.

156 No. 92, H. F.

LIVERPOOL, WELLINGTON DOCK, *February* 16, 1862.

Mr. A. GRAY, *Stockton-on-Tees.*

MY DEAR SIR: I have waited in vain to receive a few lines from you, to tell me that you are still in the land of the living, but I sup-

pose since you left the Bermuda you have been hard at it, and have not had time to drop us a few lines. I'll excuse you if so, and will act upon the Christian motto: "Do unto others as you wish them to do to you," and although it is freezing at present and I have to beat my fingers at times to keep the blood in motion, I take my pen and send you these few lines.

First about the old ship ; we have been in dock, found her bottom in an awful state, and although that smart man that came round to pilot us to Liverpool did his best to get all the rust and dirt off her bottom on the banks and shoals which abound near the mouth of the Thames, there was enough left to make a stranger think that she had been submerged in salt water for the last five years. We have got her all right now and are ready and anxious to give you a trial of speed in the Bahama in spite of superheaters, and I don't know what. Bye the bye, that reminds me of what Mr. Graham told me this morning. It appears he got a letter this morning from Mr. Blair, not exactly couched in most complimentary terms, about him running your engines down; I couldn't help laughing when I heard of it, because I was present when the conversation took place that Mr. Blair hints at. Capt. Tessier was on board Saturday before last, and looking down the skylight remarked, you have a fine engine there Mr. Graham. I and my captain was standing close too, when Mr. Graham laughingly remarked yes, indeed, better than yours, we'll beat you all to fits when we get out. Although Captain Tessier laughed and said Mr. Gray don't think so, he either believed that Mr. Graham was in earnest or represented it so to Mr. Blair. The consequence our chief got a blowing up, which makes him like Captain Tessier not a whit more, I can tell you. I think it myself rather mean, he must have seen that Graham was joking. He is going to write to Mr. Blair and explain the thing to him.

We are all the talk of Liverpool at present, taking in those large rifled cannon, (without cases,) and large lots of ammunition 157 and materials of war. In American circles our fate is discussed pretty freely; they have us taken, imprisoned, and hung already. Our friend of Hartlepool notoriety, Mr. Detective Maguire, has got a job here again, is regularly to be seen on the quay, to take a look of what is going on board. They put the custom-house inspectors to a great deal of trouble, because they are coming down every day, opening boxes and cases—to satisfy J——. What the inspector said to me yesterday—that there existed great jealousy on account of our cargo, but fortunately they cannot stop us. We are on a lawful voyage; people won't believe it here; they are bound to think we are for running the blockade again. Our tender left yesterday; don't be at all surprised we have got a tender; they bought a light draft boat at Dublin, used to run the mail once, called the Herald; length 280 feet; deep water line, 10 feet; light, 5½; side-width, *225; horse, nominal, used to press up to 28 pounds; got her boilers stayed, strengthened, and so forth; strains up to 20 pounds

* Or side-wheel.

now; average speed, 18½ knots per hours; razeed all her lower cabins to make cargo space; shipped crew for 12 months for some port or ports south of Mason and Dixon's line. 3 captains on board; one an Englishman, nominal; another an experienced coast pilot from the Potomac to Charleston; another ditto, ditto, from Charleston to the San Juan river in Texas. If the Yankees reach her, they are smarter than I give them credit for. She waits our arrival in Bermuda; goes first into Charleston, though, to see about the stone fleet. Don't tell Tessier I gave you the information; he'll write straight to the owners, and tell them I am a traitor, and blabber out secrets; I know him. I have seen the owners; all fudge what he told me. Mr. Preleau (principal man) came up to me; shook hands; said was glad to see me; I said, I hope I didn't incur your displeasure by remaining in the Bermuda. *Answer.* Not at all. You wrote to me some time ago; was very busy; have got no ships at present to dispose of; shall have the first chance that offers. Much obliged to you. Mr. Wellsman, (second man,) didn't know him before, came up, Capt. Westendorff along with him, he saying to this, Mr. P'len. Yes. I'm glad to make your acquaintance. Capt. Tessier gives you a hard name; going to remain in the Bermuda? Yes, sir. All right; stick to her; you shan't regret it.

158 87, H. F.

Liverpool, (A.) 25. Agreement for foreign-going ship.

Name of ship.	Official number.	Port of registry.	Port, No. and date of registry.	Registered tonnage.	Managing owner.	
					Name.	Address. (State No. of house, street, & town.)
Bermuda	42,608	Liverpool ...	166 2 Aug., '61.	716	E. Haight	Liverpool.

The several persons whose names are hereto subscribed, and whose descriptions are contained below, and of whom eight are engaged as sailors, hereby agree to serve on board the said ship in the several capacities expressed against their respective names on a voyage from Liverpool to Bermuda, thence (if required) to any ports and places in the West Indies, United States, and B. N. America, and back to a final port of discharge in the United Kingdom, the term not to exceed twelve months. And the said crew agree to conduct themselves in an orderly, faithful, honest, and sober manner; and to be at all times diligent in their respective duties, and to be obedient to the lawful commands of the said master, or of any person who shall lawfully succeed him, and of their superior officers, in everything relating to the said ship and the store and cargo thereof, whether on board, in boats, or on shore; in consideration of which services to be duly performed, the said master hereby agrees to pay to the said crew as wages the sums against their names respectively expressed, and to supply them with provisions according to the annexed scale. And it is hereby agreed that any embezzlement or wilful or negligent destruction of any part of the ship's cargo or stores shall be made good to the owner out of the wages of the person

pose since you left the Bermuda you have been hard at it, and have not had time to drop us a few lines. I'll excuse you if so, and will act upon the Christian motto: "Do unto others as you wish them to do to you," and although it is freezing at present and I have to beat my fingers at times to keep the blood in motion, I take my pen and send you these few lines.

First about the old ship ; we have been in dock, found her bottom in an awful state, and although that smart man that came round to pilot us to Liverpool did his best to get all the rust and dirt off her bottom on the banks and shoals which abound near the mouth of the Thames, there was enough left to make a stranger think that she had been submerged in salt water for the last five years. We have got her all right now and are ready and anxious to give you a trial of speed in the Bahama in spite of superheaters, and I don't know what. Bye the bye, that reminds me of what Mr. Graham told me this morning. It appears he got a letter this morning from Mr. Blair, not exactly couched in most complimentary terms, about him running your engines down; I couldn't help laughing when I heard of it, because I was present when the conversation took place that Mr. Blair hints at. Capt. Tessier was on board Saturday before last, and looking down the skylight remarked, you have a fine engine there Mr. Graham. I and my captain was standing close too, when Mr. Graham laughingly remarked yes, indeed, better than yours, we'll beat you all to fits when we get out. Although Captain Tessier laughed and said Mr. Gray don't think so, he either believed that Mr. Graham was in earnest or represented it so to Mr. Blair. The consequence our chief got a blowing up, which makes him like Captain Tessier not a whit more, I can tell you. I think it myself rather mean, he must have seen that Graham was joking. He is going to write to Mr. Blair and explain the thing to him.

We are all the talk of Liverpool at present, taking in those large rifled cannon, (without cases,) and large lots of ammunition
157 and materials of war. In American circles our fate is discussed pretty freely; they have us taken, imprisoned, and hung already. Our friend of Hartlepool notoriety, Mr. Detective Maguire, has got a job here again, is regularly to be seen on the quay, to take a look of what is going on board. They put the custom-house inspectors to a great deal of trouble, because they are coming down every day, opening boxes and cases—to satisfy J——. What the inspector said to me yesterday—that there existed great jealousy on account of our cargo, but fortunately they cannot stop us. We are on a lawful voyage; people won't believe it here; they are bound to think we are for running the blockade again. Our tender left yesterday; don't be at all surprised we have got a tender; they bought a light draft boat at Dublin, used to run the mail once, called the Herald; length 280 feet; deep water line, 10 feet; light, 5½; side-width, *225; horse, nominal, used to press up to 28 pounds; got her boilers stayed, strengthened, and so forth; strains up to 20 pounds

* Or side-wheel.

now; average speed, 18½ knots per hours; razeed all her lower cabins to make cargo space; shipped crew for 12 months for some port or ports south of Mason and Dixon's line. 3 captains on board; one an Englishman, nominal; another an experienced coast pilot from the Potomac to Charleston; another ditto, ditto, from Charleston to the San Juan river in Texas. If the Yankees reach her, they are smarter than I give them credit for. She waits our arrival in Bermuda; goes first into Charleston, though, to see about the stone fleet. Don't tell Tessier I gave you the information; he'll write straight to the owners, and tell them I am a traitor, and blabber out secrets; I know him. I have seen the owners; all fudge what he told me. Mr. Preleau (principal man) came up to me; shook hands; said was glad to see me; I said, I hope I didn't incur your displeasure by remaining in the Bermuda. *Answer.* Not at all. You wrote to me some time ago; was very busy; have got no ships at present to dispose of; shall have the first chance that offers. Much obliged to you. Mr. Wellsman, (second man,) didn't know him before, came up, Capt. Westendorff along with him, he saying to this, Mr. P'len. Yes. I'm glad to make your acquaintance. Capt. Tessier gives you a hard name; going to remain in the Bermuda? Yes, sir. All right; stick to her; you shan't regret it.

158 87, H. F.

Liverpool, (A.) 25. *Agreement for foreign-going ship.*

Name of ship.	Official number.	Port of registry.	Port, No. and date of registry.	Registered tonnage.	Managing owner.	
					Name.	Address. (State No. of house, street, & town.)
Bermuda	42,608	Liverpool ...	166 2 Aug., '61.	716	E. Haight	Liverpool.

The several persons whose names are hereto subscribed, and whose descriptions are contained below, and of whom eight are engaged as sailors, hereby agree to serve on board the said ship in the several capacities expressed against their respective names on a voyage from Liverpool to Bermuda, thence (if required) to any ports and places in the West Indies, United States, and B. N. America, and back to a final port of discharge in the United Kingdom, the term not to exceed twelve months. And the said crew agree to conduct themselves in an orderly, faithful, honest, and sober manner; and to be at all times diligent in their respective duties, and to be obedient to the lawful commands of the said master, or of any person who shall lawfully succeed him, and of their superior officers, in everything relating to the said ship and the store and cargo thereof, whether on board, in boats, or on shore; in consideration of which services to be duly performed, the said master hereby agrees to pay to the said crew as wages the sums against their names respectively expressed, and to supply them with provisions according to the annexed scale. And it is hereby agreed that any embezzlement or wilful or negligent destruction of any part of the ship's cargo or stores shall be made good to the owner out of the wages of the person

Signatures of crew.	Age.	Town and county where born.	No. of fund ticket, if any, or E. 2.	No. of royal naval volunteer's certificates.	Ship in which he last served, official number and port she belonged to, or other employment.	Date and place of discharge from such ship.	
						Date.	Place.
Edw. Chas. Reed,	30	Memel,			Bermuda, Liverpool.	Feb'y.	L'pool.
Robert Simpson,	22	Savannah,			First voyage.		
James Johnson,	27	New Orleans,			Criterion, Boston.	Nov'r.	Havre.
Elizab. + Robinson,	24	Liverpool,			Success, New York.	10 Jany.	L'pool.
Francis Marriner,	48	N. Carolina,			Success, New York.	Oct.	L'pool.
John Noble,	22	Charleston,			Bermuda, Liverpool.	Jany.	Havre.
Richard Harris,	20	Liverpool,			Ellen, Charleston,	18 Dec.	L'pool.
Charles + Patterson,	30	Sweden,			Ardinillan, Glasgow.	11 Jany.	L'pool.
C. V. B. Westendorff,	26	Charleston,			Alexandrine, Maine.	July '59.	Chl'ston
George + Williams,	22	Dublin,			Storm King, Glasgow.	13 Jany.	L'pool.
Wm. Edw. Spackman,	21	South Carolina,			Swan, Bremen.	Jany.	London.
Mat + Hanson,	35	Sweden,			Bro's Pride, Liverpool.	15 Nov.	L'pool.
Robert Graham,	29	Stocton-on-Tees,			Bermuda, Liverpool.	Feby.	L'pool.
William Surtess,	26	Stocton-on-Tees,			Bermuda, Liverpool.	Feby.	L'pool.
John Thorman,	22	Germany,			Bermuda, Liverpool.	Feby.	L'pool.
James + Cassidy,	29	Dundalk,			Vigo, Liverpool.	16 Jany.	Cadiz.
Patrick + Curran,	30	Kildare,			Demetrius, London.	30 Dec.	L'pool.
James + Heenan,	30	King's Co.,			Demetrius, London.	July.	L'pool.
Thomas Cruney,	23	So. Shields,			Hercules, Ldld.	7 Feby.	N'port.
William Richardson,	31	Northumberl'nd,			Hercules, Ldld.	7 Feby.	N'port.
Carl Aug. Carlson,	25	Stockholm,			Russian Steamer.		
Thomas + Harby,	30	Dublin,			City of Wash., Glasgow.	Feby.	L'pool.
Joseph + Pearson,	29	Armagh,			H. M. S. Scourge.		

+ Their marks.

Endorsement.—Custom-house, Saint George's, Bermuda. Deposited 22 Mar., 1862. Returned 22 April, 1862.

158 *Copy. Amount of fee, £2 5s. 0d. Executed in two folios.*

Master.			Date of place of first signature of agreement, includ'g name of shipping office.
Name.	No. of certificate.	Address. (State No. of house, street, and town.)	
Charles William Westendorff,	24,764	On board.	1862. 22d Feb'y, Liverpool.

guilty of the same. And if any person enters himself as qualified for a duty which he proves incompetent to perform, his wages shall be reduced in proportion to his incompetency. And it is also agreed that the regulations authorized by the board of trade which, in the paper annexed hereto, are numbered 1 to 22, are adopted by the parties hereto, and shall be considered as embodied in this agreement. And it is also agreed that if any member of the crew considers himself to be aggrieved by any breach of the agreement or otherwise, he shall represent the same to the master or officer in charge of the ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require. And it is also agreed that the crew shall consist of mate, carpenter, boatswain, stewardess, cook, eight seamen, three engineers, and nine firemen. No grog allowed.

In witness whereof the said parties have subscribed their names hereto, on the days against their respective signatures mentioned. Signed by Charleston William Westendorff, master, on the 22d day of February, 1862.

The authority of the owner or agent for the allotments mentioned below is in my possession.

T. CUSHMAN,
Dep. ship'g master.

Date and place of joining this ship.		In what capacity engaged, and if mate, No. of his certificate, (if any.)	Time at which he is to be taken on board.	Amount of wages per calendar month, share or voyage.			Amount of wages advanced on entry.			Amount of monthly allotm't.			Shipping Master's signature or initials.
Date.	Place.			£	s.	d.	£	s.	d.	£	s.	d.	
	cy	13166	2 P. M. 1862.										
24 Feby.	L'pool.	Mate.	25 Feby.	10	00	00	10	00	00	5	00	00	T. Cushman.
22 Feby.	L'pool.	A. B.	25 Feby.	3	00	00	3	00	00				T. C.
22 Feby.	L'pool.	B. S. W.	25 Feby.	6	00	00	6	00	00				T. C.
22 Feby.	L'pool.	St'dess.	25 Feby.	4	00	00	4	00	00				T. C.
22 Feby.	L'pool.	Cook.	25 Feby.	6	00	00	6	00	00	3	00	00	T. C.
22 Feby.	L'pool.	A. B.	25 Feby.	2	10	00	2	10	00				T. C.
22 Feby.	L'pool.	A. B.	25 Feby.	2	10	00	2	10	00	1	05	00	T. C.
23 Feby	L'pool.	A. B.	25 Feby.	2	10	00	2	10	00				T. C.
24 Feby.	L'pool.	A. B.	25 Feby.	5	00	00	5	00	00				T. C.
24 Feby.	L'pool.	A. B.	25 Feby.	2	10	00	2	10	00				T. C.
24 Feby.	L'pool.	A. B.	25 Feby.		1	00							T. C.
24 Feby.	L'pool.	A. B.	25 Feby.	2	10	00	2	10	00				T. C.
22 Feby.	L'pool.	1 Eng.	25 Feby.	20	00	00	20	00	00				T. C.
22 Feby.	L'pool.	2 Eng.	25 Feby.	15	00	00	7	10	00				T. C.
22 Feby.	L'pool.	3 Eng.	25 Feby.	10	00	00	10	00	00				T. C.
22 Feby.	L'pool.	Firem'n.	25 Feby.	4	00	00	4	00	00				T. C.
22 Feby.	L'pool.	Firem'n.	25 Feby.	4	00	00	4	00	00				T. C.
22 Feby.	L'pool.	Firem'n.	25 Feby.	4	00	00	4	00	00				T. C.
22 Feby.	L'pool.	Firem'n.	25 Feby.	4	00	00	4	00	00				T. C.
22 Feby.	L'pool.	Firem'n.	25 Feby.	4	00	00	4	00	00				T. C.
22 Feby.	L'pool.	Firem'n.	25 Feby.	4	00	00	4	00	00				T. C.
24 Feby.	L'pool.	Firem'n.	25 Feby.	4	00	00	4	00	00				T. C.
24 Feby.	L'pool.	Firem'n.	25 Feby.	4	00	00	4	00	00				T. C.

I certify that the within-named William Surtess has been discharged at this port by mutual consent, and his wages paid him in cash, and his effects delivered to him.

A. J. M. GILBERT, *Shipping Master.*

Name of ship.	Official number.	Name of master.	Date of agreement.
Bermuda.	42,608	C. W. Westendorff.	22 February, 1862.

Signature of crew.	Age.	Town, county where born.	No. of fund ticket, (if any.)	Ship in which he last served, official number and port she belonged to.	Date and place of discharge from such ship.	Place and date of entry in this ship.	In what capacity engaged, and if mate, No. of his certificate, (if any.)	Time at which he is to be on board.	Amount of wages per calender month, share or voyage.	Amount of wages advanced on entry.	Amount of monthly allotment.	Ship'g master's signature or initials.	Shipping fund office, or home No., if any.
								2 P. M.	£ s. d.	£ s. d.			
John Dempsey,	15	Dublin,		Demetrius, London,	5 Jan'y, Liverpool,	24 Feb., Liverpool,	Boy,	25 Feby.	1 10 0	1 10 0		T. Cushman	
Thomas Willott,	16	Liverpool,		Holyhead, Bath,	June, '60, "	24 Feb., Liverpool,	Boy,	25 Feby.	1 10 0	1 10 0		T. C.	
Thomas Walsh,	37	Galway,		Edinburgh, Liverpool,	3 May, Cork,	24 Feb., Liverpool,	Asst. Cook.	25 Feby	0 1 0			T. C.	
Peter Johsen,	22	Copenhagen,		Northern Crown, N. York,	Feb'y, Liverpool,	24 Feb., Liverpool,	A. B.,	25 Feby.	2 10 0	2 10 0		T. C.	
Herman Lost,	21	Stebbin,		Northern Crown, N. York,	Feb'y, Liverpool,	24 Feb., Liverpool,	A. B.,	25 Feby.	2 10 0	2 10 0		T. C.	
John Richardson,	25	Derham,		Bermuda, Liverpool,	3 Dec., Liverpool,	24 Feb., Liverpool,	Fireman,	25 Feby.	4 0 0	4 0 0		T. C.	
Wm. Geo. Embleton,	29	Richmond,		First Voyage,		26 Feb., Liverpool,	O. S.,	25 Feby.	0 1 0			T. C.	
William Gallartly,	22	Edinburgh,		First Voyage,		26 Feb., Liverpool,	O. S.,	26 Feby.	0 1 0			T. C.	
Geo. Henry Keeling,	51	Bath,		First Voyage,		26 Feb., Liverpool,	O. S.,	26 Feby.	0 1 0			T. C.	
John Gemmill,	26	Paisley,		First Voyage.		26 Feb., Liverpool,	O. S.,	26 Feby.	0 1 0			T. C.	
George Dunn,	41	Sheffield,		First Voyage,		26 Feb., Liverpool,	O. S.,	26 Feby.	0 1 0			T. C.	
James M. Hufty,	24	Belfast,		First Voyage,		26 Feb., Liverpool,	O. S.,	26 Feby.	0 1 0			T. C.	
James McFarlane,	23	Glasgow,		First Voyage,		26 Feb., Liverpool,	O. S.,	26 Feby.	0 1 0			T. C.	
John Isard,	52	Charleston,		First Voyage,		26 Feb., Liverpool,	O. S.,	26 Feby.	0 1 0			T. C.	
John Julius,	19	Charleston,		First Voyage,		26 Feb., Liverpool,	O. S.,	26 Feby.	0 1 0			T. C.	
Joel Poinsett,	18	Georgetown,		First Voyage,		26 Feb., Liverpool,	O. S.,	26 Feby.	0 1 0			T. C.	
Henry Arthur,	19	Savannah,		First Voyage,		26 Feb., Liverpool,	O. S.,	26 Feby.	0 1 0			T. C.	

160 (R.) *Regulations for maintaining discipline, sanctioned by the board of trade, in pursuance of the merchant's shipping Act*, 17 & 18 *Vict.*, *c.* 104.

These regulations are distinct from and in addition to those contained in the act, and are sanctioned but not universally required by law. All or any of them may be adopted by agreement between a master and his crew, and thereupon the offences specified in such of them as are so adopted will be legally punishable by the appropriate fines or punishments. These regulations are all numbered, and the numbers of such of them as are adopted must be inserted in the space left for that purpose in the agreement, and a copy of these regulations must be made to correspond with the agreement by erasing such of the regulations as are not adopted, and must then be attached to and kept with the agreement which the master of the ship takes to sea with him.

If the agreement is made before a shipping master, his signature or initials must be placed opposite such of the regulations as are adopted.

For the purpose of legally enforcing any of the following penalties, the same steps must be adopted as in the case of other offences punishable under the act; that is to say, a statement of the offence must, immediately after its commission, be entered in the official log-book by the direction of the master, and must at the same time be attested to be true by the signature of the master and the mate, or one of the crew; and a copy of such entry must be furnished, or the same must be read over, to the offender, before the ship reached any port or departs from the port at which she is, and an entry that the same has been so furnished or read over, of, and of the reply, if any, of the offender, must be made and signed in the same manner as the entry of the offence. These entries must, upon discharge of the offender, be shown to the shipping master before whom the offender is discharged, or in the case of a home trade ship, to some shipping master at or near the place where the crew is discharged; and if he is satisfied that the offence is proved, and that the entries have been properly made, the fine must be deducted from the offender's wages, and paid over to the shipping master.

161 If, in consequence of subsequent good conduct, the master thinks fit to remit or reduce any fine upon any member of his crew which has been entered in the log, and signifies the same to the shipping master, the fine shall be remitted or reduced accordingly. If the wages are contracted for by the voyage or by share, the amount of the fines is to be ascertained in the manner in which the amount of forfeiture is ascertained in similar cases under sect. 252.

No.	Offence.	Amount of fine or punishment.	Shipping master's signature or initials.
1	Not being on board at the time fixed by the agreement	Two days' pay.	
2	Not returning on board at the expiration of leave	One day's pay.	
3	Insolence or contemptuous language or behaviour towards the master or any mate	One day's pay.	
4	Striking or assaulting any person on board or belonging to the ship	Two days' pay.	
5	Quarrelling or provoking to quarrel	One day's pay.	
6	Swearing or using improper language	One day's pay.	
7	Bringing or having on board spirituous liquors	Three days' pay.	
8	Carrying a sheath knife	One day's pay.	T. CUSHMAN.
9	Drunkenness. First offence ditto. Second offence	Two days' half allowance provisions. Two days' pay.	
10	Neglect on the part of the officer in charge of the watch to place the lookout properly	Two days' pay.	
11	Sleeping or gross negligence while on the lookout	Two days' pay.	
12	Not extinguishing lights at the times ordered	One day's pay.	
13	Smoking below	One day's pay.	
14	Neglecting to bring up, open out, and air bedding when ordered	Half a day's pay.	
15	(For the cook.) Not having any meal of the crew ready at the appointed time	One day's pay.	
16	Not attending divine service on Sunday, unless prevented by sickness or duty of the ship	One day's pay.	All adopted.
17	Interrupting divine service by indecorus conduct	One day's pay.	
18	Not being cleaned, shaved, and washed on Sundays	One day's pay.	
19	Washing clothes on a Sunday	One day's pay.	
20	Secreting contraband goods on board, with intend to smuggle	One month's pay.	
21	Destroying or defacing the copy of the agreement which is made accessible to the crew	One day's pay.	
22	If any officer is guilty of any act or default which is made subject to a fine, he shall be liable to a fine of twice the number of days' pay which would be exacted for a like act or default from a seaman, and such fine shall be paid and applied in the same manner as other fines.		

162 *Interrogatories propounded by the prize commissioners to the officers and crew of the captured vessel.*

1. Where were you born; of what country are you now a citizen or subject; where do you reside; have you at any time, and if aye, when and where been naturalized as a citizen of the United States; and are you in any manner interested in the captured vessel, her cargo, or voyage, as owner, supercargo, agent, or otherwise howsoever?

2. Were you present, and in what capacity, at the capture in question; if aye, where and when was the capture made, and for what cause, or alleged cause; under what authority, commission or

license, and flag did the captured vessel sail; was any, and what resistance made at the time of capture; and were any other, and what other ships and vessels in sight at the time of the capture?

3. Who is the master of the captured vessel; where was he born; of what country is he now a citizen or subject, and where does he generally reside; who, also, are the owners of the captured vessel; where were they born; of what country are they now citizens or subjects, and where do they generally reside?

4. What is the name of the captured vessel; what is her tonnage; where was she built; what are the number of her officers and crew; were there any supercargo and passengers on board; who were they, respectively; whence did they come, and whither were they going; was the vessel armed, and in what manner, and had she any
163 contract, agreement, license, protection, passport, or sea brief on board from any government, or any officer thereof, at the time of the capture, at the time of the commencement of the voyage, or at any other and at what time during the present or any former voyage?

5. From what place did the captured vessel sail on her present voyage; to what place and places was she bound during the voyage; what cargo had she on board at the time of her sailing on the voyage, and, also, at the time of her capture; at what place and time was the cargo put on board; of what place or places, respectively, was it the growth, produce, or manufacture; and out of what funds was the same purchased, and who are the laders, owners, and consignees of the cargo; where were they bound from; of what country are they now citizens or subjects, and where do they generally reside; and who would have been the true owners of the said cargo, and every part thereof, if the same had been, or should be delivered at the port of destination of the said vessel?

6. What number of bills of lading, receipts or invoices, for the respective shipments of the cargo, was signed by the captain; to whom and where were the respective shipments of the cargo deliverable; was there any, and what endorsement or transfer of such bills of lading, receipts or invoices; what papers, bills of lading, receipts, invoices, letters or other writings were on board the captured vessel at the time of her departure from her last clearing port, before the capture; were any of them burnt, torn, thrown overboard, destroyed or cancelled, concealed or attempted to be concealed, and when and by whom, and who was then present; and are there in any country or place any contracts, agreements, bills of sale, charter party, bills of lading, receipts, invoices, or other instruments and writings concerning the captured vessel, her cargo and voyage,
164 other than those given up at the time of the capture, and if aye, where are they, of what nature are they, and what are their contents?

7. Was bulk broken during the voyage in which you were taken, or since the said ship was captured; if yea, when, where, and by whom; by whose orders, for what purpose, and in what manner?

8. Were there any passengers on board the captured vessel during

any, and what part of the voyage on which she was captured; if yea, how many, and who were such passengers by name; of what nation, State, city, or district, rank, profession, or occupation was each of them; did any, and which of them, hold any, and what commission, and from whom, and for what purpose; were any, and which of such passengers secreted at the time of the capture, and why; and what place, and when was each of them taken on board; to what place was each of them destined, or said, or supposed to be destined, and upon what business; or for what real purpose or design was he destined there; did they pay, or agree to pay anything, and what, for their passage, and to whom; had any, and which of such passengers, any, and what property, or concern, or authority, directly or indirectly, regarding the ship or cargo; was there, at any time during the voyage in which the said ship was captured, any officers, soldiers, or marines, secreted on board of her, and if yea, for what reason were they so secreted; and for how long had they been so secreted, and for what reason?

9. What is the whole which you know or believe, according to the best of your knowledge and belief, regarding the real and true property and destination of the vessel and cargo—concerning which you are now examined—at the time of the capture?

165 10. If the capture was a violation or alleged violation of a maritime blockade, state the number and armament of the vessels composing the blockading force, and their positions and distances from one another, and from any point or points on shore, so as to show the extent to which the blockade was actually maintained, as far as your knowledge may enable you so to do; and also, what notice or warning, if any, was given, and when, and how given or repeated; did you during the voyage in which you were captured, at, or before, or after the time of the capture, or during the previous voyage in which the captured vessel reached the port of her departure on the said voyage, see any and what blockading or alleged blockading vessel or vessels; if so, state the name or names, and armament or armaments of such vessel or vessels; and where you, at any and each time or times, saw her or them, and each of them, mentioning, as nearly as you can, the positions and distances of such vessel or vessels from the nearest or any other known point on shore, and if there were more than one vessel, their distances from and relative positions to one another, and every other fact within your knowledge or belief relating to any such blockade, or alleged blockade or blockades?

11. Was any, and if any what, notice or warning given to the captured vessel, or to any, and what, person or persons on board of her by, or from any blockading or alleged blockading vessel or vessels, or any officer or person on board thereof, and when or how, was the same given or repeated; if a notice or warning had been given before the time of capture, state precisely and in detail the course of the navigation of the captured vessel from the time thereof until her capture?

166 And afterward, to wit, on the nineteenth day of August, A. D.

1862, a special report of the prize commissioner, John H. Young, is presented, which report is in the words and figures following, to wit:

To the honorable John Cadwalader, judge of the district court of the United States for the eastern district of Pennsylvania.

The undersigned begs to press on attention of your honor, the following report:

The steamer Bermuda has been lying for some time under the influence of a powerful sun, acting *directly* on the deck, *entirely unprotected* to its serious injury. Having, as I understand, a very valuable cargo on board, the imperative duty of prompt action in this case has exercised my mind for some days back.

I beg to preface my opinion with a few remarks bearing so directly on the matter that to pass them by would, I fancy, tend much to weaken such opinion in your honor's judgment:

1. The steamer being new, and never before under the *action of a hot sun* for anything like so long a time, renders shrinking in *new planks* in *excess of the planking* on older vessels.

2. The manner of fastening the deck planks on iron vessels renders them *less secure* from warping and shrinking than in wooden vessels; and—

3. Vessels, when under care of their officers and crew, are
167 attended to so carefully when in hot climates, by saturating the deck, in dry weather, always *once a day*, and more frequently twice, so that shrinking is almost entirely avoided. This duty of wetting the deck is *never neglected*, hence there is little or no damage to the cargo by water finding its way through the seams.

It is but a fair inference to suppose that no steamer could be so long *from under the care* of her officers and crew, except under circumstances analogous to the present case.

I have understood that recommendations have been made by competent gentlemen that the deck *should be wet daily*, or that thin boards be *spread over the deck*, to ward off the sun's rays. Such action would have been very valuable when the ship first arrived, and rendered this report entirely unnecessary. But now 'twould be worse than useless, and nothing but caulking the deck will avail to prevent further damage to the cargo.

The shrinking has been to such an extent that nearly all the seams are entirely open, permitting free course to the water, rendering damage to the cargo *certain*, if of a damageable nature, which I have had no means of ascertaining.

Hoping your honor will view the matter in the light presented, I beg to recommend that the cargo be discharged at once, to prevent, as far as possible, further damage to the interests involved.

Respectfully submitted,

JOHN H. YOUNG.

PHILADA., *Aug.* 14, 1862.

And now, 19th August, 1862, the foregoing report having been read and considered, and the attorney of the United States applying for an order that the cargo be discharged, according to the prize commissioner's recommendation, the court order notice of the said application to be given to the proctor of the claimants.

168 And afterwards, on the 20th of August, 1862, Mr. Wharton, proctor and advocate of the claimants, attending in pursuance of notice, states to the court that they make no objection to the application of the district attorney being granted; whereupon it is ordered that the said cargo be unladen and properly and securely stored, and that the marshal in and about the unlading and storing of the same have leave to avail himself of the assistance of the prize commissioners, or either of them, and of the commissioners appointed, or who may be appointed, to survey and appraise the same, and to make such insurance or insurances against fire as he may, with the concurrence of the prize commissioners, or either of them, deem proper. The court added, that as to the suggestions of the prize commissioner already made and on file, concerning the measures proper for the security of the vessel, and as to such other measures as may now or hereafter be proper for that purpose, the responsibility was, by law, cast upon the marshal, who doubtless would, in the execution of his duty, do whatever may be necessary or proper for such security, but that these remarks of the court would not be understood as precluding any parties concerned from making any application which may be proper for promoting the present and future security as well of the vessel as of the cargo.

169 And afterwards, to wit, on the twenty-second day of August, A. D. 1862, George M. Wharton, esq., proctor for claimants, presents the petition of Henry Wise, in the words and figures following:

In the case of the Bermuda.—In admiralty.

To the honorable John Cadwalader, judge of the district court of the United States for the eastern district of Pennsylvania.

The petition of Henry Wise respectfully represents: That he is a subject of Great Britain, being by birth an Englishman, and a resident of the city of London; that he is well acquainted with Edwin Haigh, who is also a British subject, and a ship owner, resident in the town of Liverpool.

The petitioner came to this country specially deputed by the said Edwin Haigh to attend to the latter's interest in the matter of the steamship Bermuda, which had been captured by an armed vessel of the United States, and duly authorized to take all necessary and proper measures to procure her release, and specially to prosecute a claim on behalf of the said Haigh, as owner, in the proper prize court.

He was also instructed to seek a restoration of the cargo. The petitioner craves leave, on behalf of the said Edwin Haigh, to ratify

and confirm the claim heretofore made by Westendorff, the master of the said ship, on behalf of the said Haigh, and which is on file among the records of this court.

Your petitioner received by mail, from England, on the 21st instant, the document hereto annexed, marked A, which is a copy, from the custom-house at Liverpool, duly certified, of the declaration of ownership made by the said Edwin Haigh, upon which he procured the register of the vessel, which is found among the ship's papers in court.

Your petitioner also received, at the same time, the document hereto attached, marked B, which is a copy from said custom-house, duly certified, of the builder's certificate touching said ship Bermuda.

Your petitioner is a British merchant, and was formerly
170 himself a ship owner, and verily believes the said documents to be in due form, and in accordance with the British navigation laws.

Your petitioner has been informed, and he verily belives, and so states, that no charter party was executed or made of the said ship in her late voyage; but that, through the agency of Messrs. Fraser, Trenholm & Co., merchants of Liverpool, on behalf of the said Haigh, the said vessel was laid on for Bermuda, and received cargo from various shippers.

An affidavit relative to this matter is expected shortly to be received by your petitioner, and when received will be submitted for the consideration of the court.

Your petitioner further states that he has been advised and believes that certified copies of the invoices of the goods shipped by Fraser, Trenholm & Co. will also shortly be received by him, and wil also be presented to your honor.

Your petitioner has received, and respectfully submits to the court, the accompanying documents, marked C and D, relating severally to portions of the cargo of the said ship. The first thereof being a declaration of one P. Dorn, and the other like declaration of one David McNutt.

He has also received the document hereto annexed, marked E, purporting to be a copy of a deposition of one George D. Harris, a member of the firm of Henry Adderly & Company, of Nassau, which he also respectfully submits to the consideration of the court.

Your petitioner, therefore, respectfully prays that the foregoing documents may be received and treated as further proof in this cause, and that permission may be given to him to present in like manner the other documents referred to when received.

(Signed) HY. WISE.

Sworn and subscribed before me this 22d day of August, A. D. 1862.

(Signed) G. R. FOX,
Clerk D. C. U. S.

August 26, 1862.—The petition of Henry Wise, presented to the court on Aug. 22, 1862, is allowed to be filed.

171 FORM.—2 A.

[Steamer.] Resident or non-resident, owner, or transferee—natural-born subject.

Declaration of ownership by individual.

Official number of ship, 42,608. Date of registry, 2d August, 1861.

General description of ship.		Port of registry.	How propelled.
Name of ship.	British or foreign built.		
° Bermuda	† British, built at Stockton-on-Tees, county Durham, July, 1861.	Liverpool	Screw.

Number of decks	two	Build	clinch.
Number of masts	two	Galleries	none.
Rigged	brig	Head	none.
Stern	elliptic	Frame-work	iron.

MEASUREMENTS.

	Feet.	Tenths
Length from the fore part of the stem, under the bowsprit, to the aft side of the head of the stern post	216	2
Main breadth to outside plank	29	
Depth in hold from tonnage decks to ceiling at midships	20	4

TONNAGE.

	No. of tons.
Tonnage under tonnage deck	897. 86
Closed-in spaces above tonnage deck, if any, viz	" "
Space or spaces between decks	" "
Round-house	" "
Other enclosed spaces, if any, naming them. Nil.	
Gross tonnage	897. 86
Reduction of space required for propelling power	180. 87
Register tonnage	716. 99

Length of engine-room, 31 feet 4 tenths.
Number of engines, 2
Combined power, (estimated horse-power.) Number of horses power, 135.

I, the undersigned, Edwin Haigh, of Liverpool, in the county of Lancaster, merchant, declare as follows: I am a natural born British subject, born at Manchester, in the county of Lancaster, and have never taken the oath of allegiance to any foreign State. The above general description of the ship is correct. E. L. Tessier, whose certificate of competency or service is No. 12,175, is the master of the said ship. I am entitled to be registered as owner of sixty-four sixty-fourths shares of the said ship. To the best of my knowledge and

belief, no person or body of persons, other than such persons or bodies of persons as are by the merchant shipping act, 1854, qualified to be owners of British ships is entitled as owner to any interest whatever, either legal or beneficial, in the said ship; and I make this solemn declaration conscientiously believing the same to be true.

Made and subscribed first day of August, 1861, by the above-named Edwin Haigh.

EDWIN HAIGH.

In the presence of—
(Signed) ‡ J. C. JOHNSTONE,
Per reg. port of Liverpool.

172 CUSTOM-HOUSE, *Liverpool*, *August* 6, 1862.

I hereby certify the foregoing to be a true copy of the declaration of ownership made by and subscribed to by the above-named Edwin Haigh on his being registered owner of the steamship Bermuda of this port.

[SEAL.] S. PRICE EDWARDS,
Registrar of Shipping.

CUSTOM-HOUSE, *Liverpool*, *August*, 6, 1862,

* If foreign built add, "and her foreign name is" ———.

† If British, insert British, built at ———, in the county of ———, on the —— day of ———, 18 . If foreign, insert "foreign," built at, (naming the place and country,) on the —— day of ———, 18 , or if foreign, and time and place of build unknown: "foreign," "time and place of build are unknown to the declarant," or if a condemned ship, insert "condemned by the court of, (naming the court) on the —— day of ———."

‡ If in the presence of a registrar, he will add to his signature, registrar of the port of. If in the presence of a magistrate, his description should be added, as for example, "justice of the peace acting in and for," (naming the county, city, borough, &c., as the case may be.

173 B.

Builder's certificate.

Official number of ship, 42,608. Date of registry, 2d August, 1861.
Port number, 166.

Name of ship.	British or foreign built.	Port of intended registry.	How propelled.
Bermuda	British	Liverpool	Screw.

Number of decks	two	Build	Clinch.
Number of masts	two	Galleries	none.
Rigged	brig	Head	none.
Stern	elliptic	Frame-work	iron.

MEASUREMENTS.

	Feet.	Tenths.
Length from the fore part of stem, under bowsprit, to the aft side of the head of the stern post	216	2
Main breadth of outside of plank	29	
Depth in hold from tonnage deck to ceiling at midships	20	4

Name and address of builder—M. Pearse & Co., Stockton-on-Tees.

TONNAGE.

	No. of tons.
Tonnage under tonnage deck	897. 86
Closed-in spaces above the tonnage deck, if any, viz	" "
Space or spaces between decks	" "
Poop	" "
House	" "
Bridge house	" "
Side houses	" "
Other enclosed spaces, if any, naming them. Nil.	
Total register tonnage	897. 86
Deduction for space required for propelling power, as measured	180 87
Register tonnage, after making deduction for space for propelling power in steamers	716. 99

Length engine-room, (if measured,) 31 ft. 4 tenths.
Number of engines, 2.
Combined power, (estimated horse-power.) Number of horses power, 135.
Name and address of engine-maker, Fossick & Hackworth, Stockton-on-Tees.
The iron water-tight partitions are fitted according to the act and the rules of the board of trade.

This is to certify that we, Mountjoy, Pearse & Co., have built, at Stockton-on-Tees, in the county Durham, in the year one thousand eight hundred and sixty-one, the vessel "Bermuda," the measurement, tonnage, and description of which are given above, for and on behalf of Edwin Haigh, of Havretree, Liverpool, in the county of Lancaster, merchant. Sixty-four sixty-fourths, 64–64.

As witness our hands this thirty-first day of July, in the year one thousand eight hundred and sixty-one.

(Signed) MOUNTJOY, PEARSE & CO.

Customs.—August 8, 1862.—Liverpool.

Endorsed: CUSTOM-HOUSE, *Liverpool*, *August* 6, 1862.

I hereby certify the within to be a true copy of the builder's certificate of the steamship "Bermuda" of this port.

S. PRICE EDWARDS,
Collector and Registrar of shipping.

Customs.—August 8, 1862.—Liverpool.

C.

174 [Æ C.] 50 *a* 65. Sixteen cases, containing hosiery, pearl buttons, gloves, stay bindings, elastic cords and braids in cotton and silk, and Petersham coat bindings.

I hereby swear or affirm that the above-mentioned goods are of British manufacture, and that they were shipped by my agents at Liverpool, per British steamer "Bermuda," for Nassau *via* Bermuda, and that they were intended to be landed at Nassau.

I also swear or affirm that I am the owner of the above-mentioned goods, and that I am a subject of the Kingdom of Saxony.

(Signed) P. DORN.

Sworn and subscribed before me this 16th day of July, 1862, A. D., and of the independence of the United States of America this eighty-seventh, at the U. S. consulate at Leipsic.

Witness the seal of the consulate, &c.

(Signed) A. M. MOTHERSHEAD. [SEAL.]
U. S. Consul.

D.

CONSULATE OF THE UNITED STATES OF AMERICA, GLASGOW.

I, J. S. Prettyman, consul of the United States of America for the port of Glasgow and its dependencies, do certify and make known to whom these presents shall come, that George Stevenson, before whom the annexed affidavit was made, is a magistrate, residing in Glasgow, and that he is duly authorized to administer oaths, and that as such full faith and credit are due and ought to be given to his signature.

175 Given under my hand and official seal in Glasgow aforesaid this third day of July, in the year of our Lord one thousand eight hundred and sixty-two, and of the independence of the United States the eighty-sixth.

(Signed) J. S. PRETTYMAN. [SEAL.]
Consul U. S. A.

R H, ½=Three rolls wire cloth.
— " —½=Two bales basil skins.
C R & R G C, 1=One roll wire cloth.
R T W, 1=One cask hardware.
— " —2=One box do.
G B B ½=Two boxes cotton thread.
B y, Two trusses haberdashery.

I hereby declare that the above goods are of British manufacture, and were shipped by me, per steamer "Bermuda," for Nassau *via* Bermuda, through Messrs. Fraser, Trenholm & Co. of Liverpool.

I also declare that I am sole owner of the above goods, and am a British subject.

(Signed) DAVID McNUTT.

Declared before me this thirtieth day of June, 1862.

(Signed) GEORGE STEVENSON,
Justice of the Peace for the county of Lanark.

E.

(Stamp.) (Copy.)

BAHAMA ISLANDS,
New Providence.

Know all men by these presents, that on this fifth day of July, in the year of our Lord one thousand eight hundred and sixty-two, personally came and appeared before me Bruce Lockhart Burnside, a notary public, by lawful authority appointed, duly admitted
176 and sworn, residing and practising in the city of Nassau, in the island of New Providence, George David Harris, who, of his own free will and voluntary accord, did swear, depose, and say:

That this deponent is a member of the firm of Henry Adderly & Company, carrying on business in the city of Nassau, and that the steamship "Bermuda," of and belonging, as this deponent believes, to the port of Liverpool, in the county palatine of Lancaster, in that part of the United Kingdom of Great Britain and Ireland called England, was, in the month of April last, consigned to the firm of Henry Adderly & Company, with a cargo of general merchandize from the island of Bermuda, the instructions then given to the mercantile firm of which I am a member being that, on the arrival of the said ship "Bermuda" at this port of Nassau, the cargo then laden on board of her should be here landed, and the said steamship again laden with a cargo to be delivered at some port in Europe.

And I further say that it was the intention of the firm of Henry Adderly & Company to carry out strictly the instructions given to them with reference to the said steamship and her cargo, and there was never any intention that the said steamship should run the blockade of any of the southern ports of America, but that the said vessel, at the time when she was taken and captured, was, so far as the instructions of the firm of which this deponent is a member goes, in the *bona fide* prosecution of a voyage from the island of Bermuda to these islands, with a cargo which was to be delivered here.

(Signed) GEORGE D. HARRIS.

Sworn to at Nassau this fifth day of July, A. D. 1862, before me.
(Signed) B. L. BURNSIDE, [L. S.]
Notary Public.

177 BAHAMA ISLANDS,
New Providence.
To all to whom these presents shall come:

I, Bruce Lockhart Burnside, notary public, by lawful authority, appointed and duly admitted and sworn, residing, and practising in the city of Nassau, in the island of New Providence, do hereby certify that the annexed paper writing is a true copy of a notarial deposition taken before me, and which now remains of record in my register book, pages 73 to 74.

In witness whereof I have hereunto set my hand and seal notarial
[SEAL.] this fifth day of July, in the year of our Lord one thousand eight hundred and sixty-two.

B. L. BURNSIDE, *Not. Pub.*

BAHAMA ISLANDS.

By his excellency Charles John Bayley, esquire, governor and com-
C. J. BAYLEY. mander-in-chief in and over the said island, chan-
[SEAL.] cellor, vice-admiral, and ordinary of the same.

To all to whom these presents shall come greeting:

Be it known that Bruce L. Burnside, of the island of New Providence, esquire, by whom the annexed certificate is subscribed, was, on the day of the date thereof, and now is a notary public for the said Bahama islands; therefore all due faith and credit are and
178 ought to be had and given to the said annexed certificate.

In testimony whereof, I have caused the seal of the said islands to be hereunto affixed, at Nassau, N. P., this fifth day of July, A. D. 1862, and in the twenty-sixth year of her Majesty's reign.

By his excellency's command.

C. N. NESLIRIE, *Col. Se'y.*

We hereby certify that we have examined the foregoing copies of notarial deposition, notarial certificate, and certificate of the governor of the Bahama islands, respectively, with the originals of the same documents, and that the said copies are true copies of such original documents, respectively.

Dated this 26th day of July, 1862.

JOHN HUNTER,
WM. IRELAND,
Clerks of Messrs. Simpson & North, Sol'rs, Liverpool.

179 And afterwards, to wit, on the twenty-sixth day of August, A. D. 1862, George M. Wharton, esquire, proctor and advocate for the claimants, presents the affidavit of Henry Wise in the words and figures following, to wit:

In the case of the Bermuda. In admiralty. D. C. U. S.

Henry Wise, being duly sworn, deposes and says: That the copy of the affidavit and statement of George David Harris, annexed to the petition of this deponent, and presented by him to the court in this case on the 22d inst.. was received by this deponent from his constituent, Edwin Haigh, who transmitted it to him here from England, and that the original thereof was, as this deponent verily believes, prepared at Nassau for transmission thence to England, and was so transmitted for the purpose of corroborating a memorial of the said Haigh to the British government, and not for the purpose of use in this court.

Deponent attaches hereto copies of said memorial and of the accompanying declaration, which were received by him from said Edwin Haigh in Liverpool, and upon which this deponent made the memoranda which will appear thereon.

HY. WISE.

Sworn and subscribed before me this 26th day of August, 1862.

G. R. FOX,
Clerk D. C. U. S.

Filed 26th August.

August 26, 1862. The affidavit of Henry Wise is presented by Mr. Wharton, proctor for the claimants, and is allowed to be filed.

(Copy.)

To her Majesty's secretary of state for foreign affairs.

The humble memorial of Edwin Haigh, of Liverpool, in the county of Lancaster, ship-owner, sheweth:

That your memorialist is a native British subject, and the sole registered owner of the British screw steamship "Bermuda," of about 900 tons burthen.

180 That the said screw steamship sailed from Liverpool on the first day of March, 1862, bound for Bermuda, having on board a cargo, whereof about three-fourths consisted of Manchester cotton and woolen fabrics, and the remainder of coffee and military stores.

That the said cargo was shipped at Liverpool, by several different parties, for Bermuda, and was consigned to one Mr. N. T. Butterfield, resident at Bermuda.

That upon the arrival of the said British steamship at Bermuda, the said Mr. N. T. Butterfield, as the consignee of the said cargo, made a new contract with the captain of the said British steamship to carry on the said cargo to the port of Nassau, in New Providence, Bahama islands, together with certain additional cargo, shipped at Bermuda for Nassau, the nature of which additional cargo is unknown to your memorialist.

That the said British steamship left Bermuda for Nassau on the 23d day of April, 1862, with fresh clearance papers from Bermuda to Nassau.

That the said British steamship, in the course of the prosecution of such lawful voyage from Bermuda to Nassau, reached the immediate vicinity of the Abaco light-house, in the morning of the 27th of the same month of April.

That while the said British steamship was near the land, and within the bay at Abaco, the war steamer "Mercedita," belonging to the federal States of North America, fired a shot at the said British steamship and forcibly captured her, under the pretence that she was suspected of an intention to attempt to break the blockade instituted by the said federal States against the southern ports of North America.

That your memorialist denies that the said British steamship was intended to run the blockade; on the contrary, your memorialist avers that the voyage then in prosecution was simply from one British port to another, and that upon the arrival of the said
181 British steamship at Nassau, it was intended that she should ship a homeward cargo for a port in the United Kingdom.

That your memorialist is informed that such seizure took place so close to the light-house on the southern point of the island of Abaco, as to be within British waters.

And your memorialist submits and insists that the seizure of the said steamship, in the prosecution of her said voyage from Bermuda to Nassau, and in the immediate vicinity of the island of Abaco, was an infringement of the rights of a neutral power.

That your memorialist further submits and insists, that restitution ought to be made, by the said federal government, of the property so unlawfully seized as aforesaid.

Your memorialist humbly prays that an application may be made by her Majesty's government for restitution, by the said federal government, of the property so unlawfully seized, together with compensation for the damages sustained by your memorialist from such seizure. And your memorialist will ever pray.

Memo.—10 June, 1862, Philad'a. Examined and found strictly accurate.

C. W. W.

Witness: H. W.

Copy of owner's memorial to secretary of state for foreign affairs. Rec'd by self at Liverpool 24 May, 1862.

H. WISE.

I, Edwin Haigh, of Liverpool, in the county of Lancaster, shipowner, solemnly and sincerely declare in manner following:

1. I am a native British subject, and the sole registered owner of the British screw steamship "Bermuda," of the burthen of about nine hundred tons.

2. The said steamship sailed from the port of Liverpool in the first day of March last, under the command of C. W. Westendorff, as the master thereof.

3. The said steamship was bound for Bermuda, with instructions to deliver her cargo to one Mr. N. T. Butterfield there, and thereupon to ship a homeward cargo for one of the ports of Great Britain.

182 4. The said cargo consisted, to the best of my belief, mainly of Manchester cotton and woolen fabrics, but also comprised some coffee and military stores.

5. It was not intended that the said steamship should attempt to break the blockade established by the federal States of North America against the southern ports of North America.

6. I have been informed and believe that, upon the arrival of the said ship at the port of Bermuda, the said Mr. N. T. Butterfield, the consignee of the cargo, was desirous that the cargo should be carried on to the port of Nassau, in the Bahamas, and that he accordingly made an arrangement with the master of the steamship that the cargo, instead of being discharged at Bermuda, should be carried on to Nassau, in the Bahamas, together with some additional cargo, shipped at Bermuda for Nassau, the particulars of which cargo have not been made known to me.

7. On the eighteenth day of this present month of May, I received a letter from Capt. Westendorff, the master of the said ship, dated the fifth day of the same month.

8. I verily believe the statements contained in the said letter to be true.

9. The paper writing hereto annexed is a copy of the material part of such letter. And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the provisions of an act, made and passed in the fifth and sixth years of the reign of his late Majesty King William the Fourth, intituled "An act to for the more effectual abolition of oaths and affirmations taken and repeal an act of the present session of Parliament intituled 'An act made in various departments of the state, and to substitute 183 declarations in lieu thereof, and for the entire suppression of voluntary and extrajudicial oaths and affidavits, and to make other provisions for the abolition of unnecessary oaths.

Declared and subscribed by the said Edwin Haigh, at Liverpool aforesaid, this day of , one thousand eight hundred and sixty-two, before me.

Memo.—Phil'a, 10 June, 1862. Examined and found strictly accurate. C. W. W.

Witness: H. W.

Copy of owner's declaration. Received by self at Liverpool, 24 May, 1862.

H. WISE.

Special report of prize commissioner, presented August 26, 1862, in the words and figures following, to wit:

U. S. OF AMERICA
vs.
STEAMSHIP BERMUDA.

To the honorable John Cadwalader, judge of the district court of the United States for the eastern district of Pennsylvania:

The undersigned respectfully presents the following report, to wit: In progressing with the discharge of the cargo of the steamship Bermuda, lying at Queen street wharf, twenty-six (26) boxes marked P. O. D., numbered from 30 to 55, were landed on the wharf from the ship. The said boxes being put up in the most careful manner, for

packages of that size, (measuring about one cubic foot,) hooped or strapped with iron, seals on the lid or top, led to the suspicion that the contents were more than usually valuable. The mark P. O. D. was construed to mean "Post Office Department," induced an informal investigation, which was so far satisfactory as to lead the undersigned to ask advice, as to the proper course to pursue in the premises to clear the matter up. Acting under the advice received, one of the boxes was opened, and found to contain four tin cases, on which were pasted the following :

"Postage labels,
duty 5 cents."

184 "This tin case contains 500 sheets of 100 labels each, = 50,000 labels, value 2,500 dollars," thus making the four tins, or contents of each box, valued at 10,000 dollars.

Proceeding further, one of the four tin cases was opened and found to contain five paper packages, with the following pasted thereon:

"Postage labels,
duty 5 cents."

"This parcel contains 100 sheets, of 100 labels each = 10,000 labels, value per sheet 5 dollars. Total value 100 sheets, 500 dollars."

On opening one side of the paper package, the contents were found to be as indicated, viz: postage labels or stamps, "Confederate States," "five cents" engraved on the vignette. Retaining the opened package, the box was securely closed, and now remains stored with the whole number, in what are known as "Patterson's Bonded Warehouses," Front and Lombard streets, under the custody of the United States marshal.

With this report are the label taken from the tin boxes as well as the paper packages, and endorsement thereon, all of which are respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.

PHILAD'A, *Aug. 28th*, 1862.

Filed Aug. 29th, 1862.

And now, August 29th, 1862, the foregoing report having been presented and read, the court said that the prize commissioner had been mistaken in opening the package, which was the subject of his report, without the previous permission of the court, and in seeking advice on this point except from the court or from the other prize commissioner, whose opinion should in most important matters be taken before any report upon them. The court added, that the application of these remarks was not very material in this case,
185 because there would have been no difficulty in ordering the packages to be opened, that the character of their contents might be ascertained. Whereupon the attorney of the United States

(present, the proctor and advocate of the claimants) prays an order that all such packages as may contain things connected with the subject of the foregoing report—that is to say, all stated in the ship's papers to contain paper, printing, or other implements, machinery, or ink, &c., &c.—be opened and examined. And the court, upon the said motion, order that the same be opened and examined, and that the prize commissioners report specially the particulars and character of the same, and such material facts relating thereto as may, upon their examination, appear.

And afterwards, to wit, on the third day of September, A. D. 1862, a special report of the prize commissioners, John H. Young and Henry Flanders, is presented, which is in the words and figures following:

STEAMSHIP BERMUDA.

To the honorable John Cadwalader, judge of the district court of the United States for the eastern district of Pennsylvania.

The undersigned respectfully reports the following:

Among the cargo (of steamer Bermuda) already discharged and in store, are the following merchandise, to which immediate attention seems necessary:

1st. There are about 490 bags of coffee, the whole of which is *musty*, and likely to become entirely unmerchantable by longer detention. The high temperature of the hold (of the ship) *leaking through the deck*, by *shrinking* of the seams, the steam generated, and condensed under the deck, and consequently dropping of water therefrom, on the coffee, has been the entire cause of such damage. There are about 90 bags injured to the extent of 40 per cent.; 100 bags 25 per cent.; and balance to the extent of 15 per cent.
186 However great the above deterioration may be thought, it becomes a matter of more serious import still to reflect that depreciation is daily going on, and time is the only arbiter as to when the entire interest becomes valueless.

The remedy for the least damaged portion lies in emptying, drying, rebagging, &c., the expense of which would certainly not be heavy, could assurance be entertained that, after such process, restoration to the full market value, as for the sound article, could be had.

2d. Tea, about 280 packages, in several parcels, the whole of which is damaged in the same way, from the same causes as the coffee. The mustiness, in some parcels, has penetrated the entire package, so that at least 60 per cent. of the value is lost, while other parcels are much less affected; but of the unmerchantable condition of the whole lot, there is no doubt the entire invoice is deteriorating daily.

3d. Is 118 rolls of burlaps, of which 60 rolls are badly damaged and rotten, (from same causes as above.) The unmerchantable condition of the above (60 bales) is equal to 50 per cent. of deterioration, the balance being but slightly damaged, to the extent of 10 per cent.

4th. Are 182 coils manilla rope, many of which are badly stained

by water, (as above) It may not be out of place to say that cordage of all kinds is rapidly deteriorated in market value, when wet or stained, as rot rapidly sets in, which cannot be ascertained until trial is made thereof. Hence purchasers always view stained or wet cordage with corresponding suspicion.

5th. Four large hemp tarred ropes, or halsers, altogether less liable to damage than manilla by water. Yet the laying for a length of time in store depreciates its value to a great extent. The reasons are: being tarred, it becomes stiff, losing pliability, color, and strength, and is to a greater or less extent sold with difficul-
187 ty, at reduced price, or cut up and worked into oakum, at a still greater deterioration.

6th. Is a large case of stockings, found broken entirely to pieces, contents scattered and stained very badly, being in their present state unmerchantable; the deterioration is fully 50 per cent. under that of a sound article.

In view of the above, I recommend to consideration of your honor the expediency of ordering an early sale of all the above merchandize, as best promoting interest of all concerned.

Respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.
HENRY FLANDERS,
Commissioner.

PHILAD'A, *Sept.* 2*d*, 1862.

Supplementary.—There are 242 boxes of shoes, injured from same causes as above. The mould and dampness are, in a number of boxes, excessive; but to what amount the deterioration may extend, the undersigned does not feel justified in stating. The drying thereof, however, by the slow process going on in the boxes, must, no doubt, seriously affect their merchantableness.

The undersigned, therefore, respectfully recommends the same action as urged above.

Respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.
HENRY FLANDERS,
Commissioner.

PHILAD'A, *Sept.* 3*d*, 1862.

188 And now, September third, A. D. 1862 :

The above reports having been read, and the proctor and advocate of the claimants attending in pursuance of notice, and having considered the subjects of the said reports, and stating that no objection is made on part of the claimants to the sale of the articles mentioned in the report and supplemental report, and the attorney of the United States applying for an order of sale of the same, it is ordered that the same be sold as perishable, for the reasons in the said report and supplemental report set forth.

189 And afterwards, to wit, on the said third day of September, A. D. 1862, a special report of the prize commissioners, John H. Young and Henry Flanders, is presented, which is in the words and figures following, to wit:

STEAMSHIP BERMUDA.

To the hon'ble John Cadwalader, judge of the dist. court of the United States for eastern dist. Penn'a.

The undersigned respectfully submits the following: that under an order from the hon'ble court, dated 28th, a further investigation of a portion of cargo, per steamer "Bermuda," was made on 30th inst., and resulted as beneath:

P. O. D. No. 56, contained 8 tin cans, labelled "Postage Stamp Printing Ink." P. O. D. No. 57, (per bill lading "machinery,") contained iron frame, (or chase,) with copper plates, or dies, for printing 400 "Confederate States" "five cents" stamps, in four divisions, 100 in each division, or sheet, of the size and appearance of the stamps presented by the undersigned to the hon'ble court on the 28th inst. There can be no doubt but that the plate containing the above-mentioned "dies" is the identical one from which those impressions (presented the court) were taken, there still being the remains of ink on the dies.

Several boxes were found to contain blank paper for stamps, being precisely similar in appearance to that already presented. A small case containing clarified gum, supposed for the back of stamps, was also found.

190 A press is also among the materials found, but for what purpose the undersigned was unable to judge.

There are also two small parcels marked "Samples, Savannah," with L'pool endorsement of "railroad" thereon.

Respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.
HENRY FLANDERS,
Commissioner.

PHILAD'A, *Aug. 30th*, 1862.

And now, September 5th, 1862, this paper is presented by the attorney of the United States, who asks that it be filed as one of the proofs in the cause, (Mr. Wharton, proctor and advocate for the claimants, being present, and not objecting;) whereupon the court allow it to be filed accordingly; saying that in the case of a duly verified document like this existing in a public office of a national government, before the voyage in which the capture was made, its admission as evidence is, properly speaking, not an allowance of further proof; adding, that such evidence, if material, ought ordinarily to be admitted in a prize court without any difficulty.

191 *Form No.* 19. *Certified copy.—Register.*

Official number of ship, 42,608. Name of ship, "Bermuda"

Port number.	Port of registry.	British or foreign built	Whether a sailing or steam-ship, (if steam, how propelled.)	Where built.	When built.
166.	Liverpool.	British.	Steam screw.	At Stockton-on-Tees.	In the year 1861.

No., date, and port of previous registry, (if any.)

Number of decks.....Two.	Build.....Clencher.
Number of masts.....Two.	Gallery.....None.
Rigged.....Brig.	Head.....None.
Stern.....Elliptic.	Framework.....Iron.

TONNAGE.

	No of tons.
Tonnage under tonnage deck.....	897.86
Closed-in spaces above the tonnage deck, if any, viz: Space or spaces between decks.....	
Poop.....	
Round house.....	
Other enclosed spaces, (if any,) naming them.....	
	897.86
Deduct allowance for propelling power.....	180.87
Register tonnage.....	716.99

MEASUREMENTS.

Length from the fore part of the stem, under the bowsprit, to the aft side of the head of the sternpost, 216 feet 2 tenths.

Main breadth to outside plank, 29 feet — tenths.

Depth in hold from tonnage deck to ceiling, at midships, 20 feet 4 tenths.

ADDITIONAL PARTICULARS FOR STEAMERS.

Deduction for space required for propelling power, 180.87 tons.

Length of engine-room, (if measured,) 31 feet 4 tenths.

Number of engines, two.

Combined power, (estimated horse-power,) one hundred and thirty-five.

Names, residence, and description of the owners, and number of sixty-fourth shares held by each owner:

Edwin Haigh, of Liverpool, in the county of Lancaster, merchant. { Sixty-four / 64.

CUSTOM-HOUSE, *Liverpool*, 19*th June*, 1862.

I hereby certify the foregoing, together with a copy of a transaction annexed hereunto, and marked A, to be a true copy of the register of the British ship "Bermuda," which appears in the book of registry of British ships at the port of Liverpool, and which book is under my charge.

Registrar—W. G. STEWART, *Ass't.*

Registry dated 2d August, 1861. { Custom. / June 19, 1862. / Liverpool. }

N. B.—To be addressed, in an en pe, to the chief registrar of shipping, custom-house, London.

192 A.

FORM No. 20.—*Certified copy transaction subsequent to registry.*

Official No. of ship, 42,608.	Port of Liverpool. Name of ship, "Bermuda."	No. and date of registry, 166. 2d August, 1861.

Col. 1.	Col. 2.	Col. 3.	Col. 4.	Col. 5.	Col. 6.	Col. 7.
Number of transaction.	Letter denoting mortgag's and certific'ts of mortgage.	Name of person from whom title is deriv'd	Number of shares affected.	Date of registry.	Nature and date of transaction.	Name, residence, and occupation of transferee, mortgagee, or other person acquiring title or power.
1	----------	Edwin Haigh.	64	5th Aug., 1861. 10 a. m.	Certificate of sale, dated 3d August, 1861.	Allan Stuart Hanckel, George Alfred Trenholm, both of Charleston, State of South Carolina, merchants, either jointly or severally.

Summary.

Col. 8.	Col. 9.	Col. 10.	Col. 11.	Col. 12.	Col. 13.	Col. 14.
Number and account of subsequent transactions, showing how interest disposed of.	Number of transaction under which title acquired.	Names of owners.	Mortgages and certificates of mortgage.	Names of mortgagees and attorneys under certificates of mortgage.	Number of shares.	Remarks.

Empowering Allan Stuart Hanckel and George Alfred Trenholm, either jointly or severally, to sell the ship at any place out of the kingdom, for any sum he or they may deem sufficient, within twelve months from date of certificate.

CUSTOM-HOUSE, *Liverpool, 19th June*, 1862.

I hereby certify this document to be a copy of transaction referred to in copy register annexed hereunto.

W. G. STEWART, *Registrar.*

Customs, June 19, 1862, Liverpool.

Registry dated 2d August, 1861.

N. B.—To be addressed, in an envelope, to the chief registrar of shipping, custom-house, London.

(Filed September 5th, 1862.)

193 And afterwards, to wit, on the fifth day of September, A. D. 1862, George M. Wharton, esq., proctor and advocate for claimants, presents the affidavit of John Richard Armstrong, which affidavit is in the words and figures following:

I, John Richardson Armstrong, of Liverpool, a British subject, and a partner in the firm of Fraser, Trenholm and Company, of that place, make oath and say, that, in February last, the said firm of Fraser, Trenholm and Company, acting as agents for Mr. Edwin Haigh, owner of the British steamer Bermuda, procured for her from various shippers a full cargo of goods, merchandise, and produce on freight for Bermuda and Nassau, receiving the amount of freight so earned and placing it at the credit of said steamer and owner in their books.

That the said steamer sailed hence for Bermuda on first March.

(T. H. H.) That the cargo laden here was intended to be discharged at Bermuda or Nassau, and that a return cargo for this port had been provided by her consignees at Nassau.

(T. H. H.) That the general management of the steamer for the voyage had been placed in the hands of Fraser, Trenholm and Company by the owner, but that no charter-party or special contract was entered into between them at the time of her loading, this not being customary under such circumstances.

(Signed,) J. R. ARMSTRONG.

Sworn by the said John Richardson Armstrong, at Liverpool aforesaid, this fifteenth day of August, one thousand eight hundred and sixty-two, before me,

[NOTARIAL SEAL.]

THOS. H. HARVEY,
Notary Public, Liverpool.

Certificate from mayor of Liverpool, under the seal of the borough, dated 15th August, on fly leaf of the above affidavit, signed R.

Hutchison, mayor, to the effect that Thomas Henry Harvey is a sworn notary public, and the signatare and seal affixed to the affidavit are his.

Filed Sept. 5th.

Whereupon, on the same day, the court allowed the said affidavit to be filed, reserving the question of its admissibility as further proof.

194 And afterwards, to wit, on the sixth day of September, A. D. 1862, George M. Wharton, esquire, proctor and advocate of the claimants, presents the affidavit and claim of A. T. Blakely, in the words and figures following:

U. S.
vs.
THE BERMUDA. } In admiralty. Prize.

And now, September 6th, 1862, Geo. M. Wharton, as advocate and proctor on behalf of A. T. Blakely, of London, England, a British subject, appears before this honorable court, and at the same time presenting and submitting the annexed affidavit of the said A. T. Blakely, prays leave to adopt the claim heretofore made and filed by C. W. Westendorff, the late master of the said steamship Bermuda, to a restoration of the cargo thereof so far forth as respects the portion thereof shipped by him at Liverpool, as per bills of lading in evidence in this cause, and on behalf of the said Blakely to ask restoration of said goods, now and heretofore claimed on his behalf, to him or his duly authorized representative.

(Signed,) G. M. WHARTON,
For A. T. Blakely.

195 In the district court of the United States within and for the eastern district of Pennsylvania.

UNITED STATES
vs.
Steamer BERMUDA, her tackle, apparel, and furniture, and the goods, wares and merchandise laden therein. } In admiralty. Prize.

Appeared personally, Alexander Theophilus Blakely, late a captain in her Britannic Majesty's artillery, but now carrying on the business of a cannon manufacturer and cannon merchant at Parliament street, Westminster, in the county of Middlesex, who made oath as follows:

1. I am a British subject, and have for several years manufactured cannon under letters patent granted to me by her Britannic Majesty.

2. I have, in the course of my said business, sold cannon and other warlike ammunition to divers foreign governments, amongst others, Hayti, Peru, and the United States of America.

3. In the month of February last, and in the ordinary course of my said business, I caused to be shipped in my name, on board the

said steamship Bermuda, at Liverpool, certain guns and ammunition particularized in the schedule hereto.

4. All of such guns were manufactured in England, from English produce, upon the principle of my said patented invention, and were at the time of shipment, and are now, my sole and absolute property.

196 5. In making such shipment, I intended part of such guns and ammunition for the government of Hayti, and the rest for sale at Bermuda or Nassau, in the usual course of business, to any person willing to purchase the same.

6. I shipped my said goods for Bermuda in the first instance, the said steamer being bound for that port; but having been informed that the port of Nassau, New Providence, offered better opportunities of sale, I desired that my said goods should be forwarded from Bermuda to Nassau; and I wrote to Messieurs Adderley and Son, of Nassau, instructing them, upon the arrival of my said goods there, to dispose of part thereof to the agent of the government of Hayti, and to sell the remainder to any persons willing to become purchasers, whether federals, confederates, or others, according to the prices which they might respectively offer.

The schedule to the foregoing affidavit.

7½ B Hol.	1 *a* 100—100 cases shell,						
B	1 *a* 120—120 " "	279 cases.					
3 B Hol.	1 *a* 18— 18 " "						
3 B S E G	1 *a* 41— 41 " "				*c.*	*qr.*	*lbs.*
B	1 1 " cont'g fuses.				1	0	0
3 B A	1 1 " " howitzers,				12	0	0
5½ B Car.	1 *a* 6—2 cases & 4 loose pieces, gun car'gs,				10	0	0
R M B	1 *a* 7—2 " 5 " " riff'g mach.,				70	0	0
B	1 1 cannon, (loose,)				130	0	0
7½ B No. 2 G	1 " "				75	0	0
3 B No. 2 G	7 field carriages, 2 limbers, 2 bundles of poles, &c.,				25	0	0
5½ B a	1 *a* 2—2 cases cont'g cannons,				90	0	0
3 B A	10 *a* 11—2 " "				8	0	0
3 B G	1 *a* 3—3 cases containing cannons,				82	1	0
7½ B G	1 1 " " cannon,						
"	2 1 " " carriage,				18	1	0
5½ B Hol.	1 *a* 60— 60 cases containing shell,						
7½ B Hol.	1 *a* 20— 20 " " "				336	2	6
8½ B Hol.	1 *a* 250—250 " " "						
5½ B Pere.	1—1 case containing Copp's tubes,	fuses,				2	4
8½ B Pere.	1—1 " " " "						
8½ B	1 cannon, loose,				77	0	0

(Signed) ALEX. T. BLAKELY.

Sworn by Alexander Theophilus Blakely, at Doctor's Commons, in the city of London, this 21st day of August, 1862, before me.

(Signed) S. ISWHES WAMBEY,
Surrogate of the High Court of Admiralty.

197 And afterwards, to wit, on the sixth day of September, A. D. 1862, a writ of survey and appraisement of the steamer Bermuda issued in the words and figures following, to wit:

United States, eastern district of Pennsylvania.

[L. S.] John Cadwalader, judge of the district court of the United States for the eastern district of Pennsylvania.

To Henry Winsor and Archimedes J. Bucknor, greeting:

Whereas the steamer Bermuda, whereof C. W. Westendorff was master, her tackle, apparel, and furniture, and the cargo laden on board thereof, captured as prize of war, and brought into this port for adjudication, is now in the custody of the court—

You are hereby directed and required to report a true and perfect inventory of the said steamer "Bermuda," her tackle, apparel, and furniture, and appraise and value the same, and also report whether the said vessel is undergoing or likely to undergo damage or deterioration by reason of the continuance of her detention, and what is the amount of accrued and accruing charges for towage, pilotage, wharfage, and custody. And having completed such inventory, appraisement, and report, you are hereby commanded to return to the said court, without delay under your hand, and upon your respective oaths or solemn affirmations, how you shall have executed this writ, and attach said return to this writ.

Given under the seal of the said court, at Philadelphia, this sixth day of September, A. D. 1862, and in the eighty-seventh year of the independence of the United States.

CHARLES S. LINCOLN,
Pro Clerk District Court, U. S.

We, Henry Winsor and A. J. Bucknor, being severally sworn, do say, that we will make a true and perfect inventory of the steamer Bermuda, her tackle, apparel, and furniture, and appraise and
198 value the same, and also report whether the said vessel is undergoing or likely to undergo damage or deterioration by reason of the continuance of her detention, and what is the amount of accrued and accruing charges for towage, pilotage, wharfage, and custody; and, moreover, report the same without unnecessary delay.

HENRY WINSOR.
ARCHIMEDES J. BUCKNOR.

Sworn in open court and subscribed September 8, 1862.

G. R. FOX, *Clerk District Court, U. S.*

And afterwards, to wit, on the thirteenth day of September, A. D. 1862, the said appraisers made return to the said writ in the words following, to wit:

To the honorable the judge of the United States district court for the eastern district of Pennsylvania:

The undersigned, appointed by order of said court to perform certain things therein specified, in relation to the steamer "Bermuda," have attended to the duties assigned them, and respectfully report as follows, to wit:

1*st.* That the said steamer, with her tackle, apparel, and appurtenances, as she now lies, is of the value of one hundred and twenty thousand dollars.

2*nd.* That the said steamer, while detained in port without a crew on board, deteriorates by reason of neglect, wear, tear, and waste, at the rate of twenty per cent. per annum on her value, or, at the present time, at the rate of two thousand dollars per month.

3*rd.* That the accrued charges on said steamer for "towage, pilotage, wharfage, and custody," are to the amount of sixteen hundred and sixty-six dollars, and that the accruing charges are at the rate of three hundred and seventy-nine dollars per month.

All of which is respectfully submitted, and dated September 12th, 1862.

HENRY WINSOR.
ARCHIMEDES J. BUCKNOR.

199 And afterwards, to wit, on the twenty-ninth day of September, A. D. 1862, William Raiguel, James Moore, and Reuben Hanse, appraisers of the cargo of the steamer Bermuda, make return as to part of the cargo in the words and figures following, to wit:

To the Hon. John Cadwalader, judge of the United States district court for the eastern district of Pennsylvania:

The undersigned, appointed to value and appraise the cargo laden on board the "prize steamer Bermuda," and to report whether the said cargo is undergoing or likely to undergo damage or deterioration by reason of the continuance of its detention, respectfully beg leave to report:

That they found the goods properly stored in the buildings known as "*Patterson's Stores*," Front street above Lombard street. The articles requiring their immediate attention are sundry parcels of *coffee*, *teas*, *burlaps*, *shoes*, *leather-leggings*, *hawsers*, and *hosiery*, an inventory of which they herewith attach.

The coffee is badly musty and damaged by contact with sea water. The teas are also injured by dampness, and are musty. The burlaps are stained and damaged by sea water. The shoes, leggings, and hosiery are also injured by dampness, and the hawsers appear to be damaged by lying in sea water. The undersigned are therefore of the

opinion that these goods would deteriorate by keeping, and would recommend an early sale.

They find the appraised value of the above-named goods to be, as per annexed inventory, thirty-nine thousand nine hundred and nine $\frac{06}{100}$ dollars, ($39,909 $\frac{06}{100}$.)

The undersigned beg leave further to report that they are using all due diligence in their examination of the remainder of the cargo.

Respectfully submitted by,

WILLIAM RAIGUEL.
JAMES MOORE.
REUBEN HANSE.
JNO. G. PIERIE, *Clerk.*

PHILADELPHIA, *Sept. 24th*, 1862.

The undersigned, in addition to the foregoing, beg leave to report that upon a closer examination of the lot of coils of manilla
200 rope, they are of the opinion that the weight will exceed that given in our inventory, owing to some of the coils being larger than those we had weighed to obtain our average weight. In all other respects we believe the appraisement to be correct.

WILLIAM RAIGUEL.
REUBEN HANSE.
JNO. G. PIERIE, *Clerk.*

PHILADELPHIA, *Sept.* 24, 1862.

Inventory of a portion of the cargo of the steamer Bermuda, ordered to be sold September 25th, 1862, being considered by the appraisers perishable.

Lot No. 1.	152 bags Rio coffee, weighing about 24,168 lbs., *a* 20⅝ cts	$4,984 65
" " 2.	66 bags Rio coffee, weighing about 10,230 lbs., *a* 20⅝ cts	2,109 94
" " 3.	77 bags Rio coffee, weighing about 12,397 lbs., *a* 21¼ cts	2,634 36
" " 4.	36 bags Rio coffee, weighing about 5,580 lbs., *a* 20⅞ cts	1,164 83
" " 5.	116 bags Rio coffee, weighing about 17,632 lbs., *a* 20⅜ cts	3,592 52
" " 6.	43 bags Rio coffee, weighing about 6,837 lbs., *a* 20⅞ cts	1,427 22
" " 7.	5 bags Rio sweepings, weighing about 600 lbs., *a* 19 cts	114 00
Finest Kokew Oolong [E & Co. 4]	140 hf. chests Oolong tea, weighing about 5,600 lbs., *a* 52½ cts	2,940 00
Fine Oolong. [D. R. 1]	38 hf. chests Oolong tea, weighing about 1,326 lbs., *a* 42½ cts	563 55
Fine Oolong. [H. H.]	20 hf. chests Oolong tea, weighing about 860 lbs, *a* 47½ cts	408 50

Fine Oolong. [M. T. 8] 18 hf. chests Oolong tea, weighing about 684 lbs., *a* 40 cts $273 60

Florence Nightingale Fine Hyson Congou. [J. M. 14.] 10 chests Congou, weighing about 920 lbs., *a* 40 cts 368 00

201 Fine Hyson. P. [D] H. W. 7. 6 hf. chests Hyson, weighing about 268 lbs., *a* 52½ cts 140 70

Finest Moyune Hyson. W H W F 39 4 hf. chests Hyson tea, weighing about 220 lbs., *a* 72½ cts 159 50

Finest Hyson. [D & Co] [S.] 27. 20 boxes Hyson tea, weighing 14 lbs. each, is 280 lbs., *a* 70 cts 196 00

Finest gunpowder. [P. D.] 1 25 boxes gunpowder, weighing 14 lbs. each, 350 lbs., *a* 62½ cts 218 75

118 pieces burlaps :

60 pieces, about 7,153 yds., *a* 15 c 1,072.95
58 " " 6,757 " *a* 8 c 540,56
118 pieces. ——— 1,613 51

221 cases army brogans, containing about 60 pairs each, say 13,260 pairs, *a* $1 00 ..... 13,260 00

12 cases russet, containing about 60 pairs each, 720 pairs, 50 c 360 00

7 cases cavalry boots, containing about 25 pairs each, 175 pairs, $3 ..... 525 00

12 cases leather leggings, containing about 155 pairs each, 1,860 pairs, 25 c 465 00

[B] 1 1 coil "10-inch" hawser, weighing about 2,044 lbs., *a* 12 c 245 28

[B] 2 1 coil "9 inch" hawser, w'g about 1,676 lbs., *a* 12 c 201 12

[B] 3 1 coil "8-inch" hawser, 1,404 lbs., *a* 12 c 168 48

[B] 4 1 coil "6-inch" hawser, 716 lbs., *a* 12 c 85 92

182 coils manilla rope, about 5,470 lbs., *a* 9 c 1,392 30

[A I] 57 1 case containing hosiery, damaged.

[C] 395 Ladies' slate cotton hose, 23 doz. 50 c 11 50
394 " " " 42 doz. 60 c 25 20
393 " " " 42 doz. 60 c 25 20
394 " black " " 18 doz. 1 20 c 21 60
394 " white " " 43 doz. 1 25 c 53 75
392 " " " " 43 doz. 1 10 c 47 30
393 " " " " 50 doz. 1 10 c 55 00

202 439 Men's white half hose, 21 doz. 90 c 18 90
440 " " " " 27 doz. 90 c 24 30

436 Misses	" "	16 doz. 75 c.....	$12 00
143 Children's col'd	"	$1\frac{4}{12}$ doz. 100 c.....	1 58
Total amount of inventory..... Dollars,			39,909 06

Filed Sept. 29th, 1862.

THE UNITED STATES *vs.* THE STEAMER BERMUDA AND CARGO. } U. S. D. C., E. D. of Penna.—In admiralty.

And now, September twenty-ninth, A. D. 1863, G. M. Wharton, esq., advocate and proctor for the claimants, upon filing the affidavit of Henry Wise, hereto attached, moves the court to set aside the sale of the brogans, boots, leggings, hosiery, hawsers, and rope mentioned therein, and to order a reappraisement of the said articles.

THE UNITED STATES *vs.* THE STEAMER BERMUDA AND CARGO. } U. S. D. C., E. D. of Penna.—In admiralty.

Henry Wise, being duly sworn, says that he is the agent of the claimants in the above case.

No catalogue of the goods advertised to be sold on the 25th inst. by Samuel C. Cook, auctioneer for the marshal, was issued, as this deponent believes, until the afternoon before the day of sale. Deponent caused several inquiries for catalogues at the auction store to be made prior to the day of sale, but failed to receive any until the morning of the day. One of said catalogues is hereto attached, marked A.

Prior to the sale, and on that day, deponent procured an examination to be had of the goods advertised for sale by William T. Martien and J. F. Cabot, and their certificates of such examination furnished to him is hereto appended, and marked B.

203 The sale was had by Mr. Cook, the auctioneer, at the time mentioned in the advertisement. To the best of deponent's knowledge and belief, no handbills of the intended sale were posted until the 24th inst., when deponent, having complained at the marshal's office to Capt. Young, the prize commissioner, of the absence of a handbill in the case of the "Bermuda" among the other handbills posted up on the walls of the court-house, one was immediately thereafter posted up, but deponent observed during the same morning that it had been afterwards removed.

The order of sale by the court was made, as deponent believes, on the report of the prize commissioners, or one of them. Capt. Young was such prize commissioner. A report of the appraisers appointed to survey and appraise the cargo of the Bermuda was presented and filed on the 24th inst. Deponent was not aware that they were appointed to make any report on the necessity of a sale of any part of the cargo. Upon this point, however, he prays to refer to the minutes of the court. To that report deponent craves leave to refer, as part of this affidavit.

The coffee and tea, particularly the latter, brought high prices at the sale. Deponent believes those goods to have been but slightly damaged, and some of them not at all damaged. He refers to the prices they brought as proof of this. Deponent avers that portions only of the burlaps and hosiery were damaged, and the rest not at all. He further avers that the brogans, cavalry boots, and leather leggings, were not damaged nor in any degree perishable, but were simply mouldy. He further avers that the hawsers and manilla rope were not damaged or perishable.

At the aforesaid sale all the brogans, cavalry boots, leggings, and hawsers aforesaid, were purchased by Captain Young, the prize commissioner; in the case of the brogans, at less than half their value; in the case of the boots, at about one-third of their value; and in the case of the leggings, at about one-half their value. The hosiery
204 also was sold much below its value. The hawsers and rope were sold under their value.

Deponent respectfully calls the attention of the court to the correspondence generally between the appraised value of the goods purchased by the prize commissioner, and the prices paid by him therefor at the sale.

H. WISE.

Sworn and subscribed before me this 26th day September, A. D. 1862.

CHAS. F. HEAZLITT, *U. S. C.*

PHILADELPHIA, 25*th Sept.*, 1862.

B.

SIR: We have inspected the goods ex steamer Bermuda as exposed for sale at Mr. Cook's auction store, and referred to in the accompanying catalogue, none of which, to the best of our knowledge and belief, except the tea, coffee, burlaps, and hose, on account of partial damage, are, in our opinion, of a perishable nature. The damaged part of the goods in question appears to be confined to the tea and coffee, some of the burlaps, and the hose; the boots and shoes are mouldy only.

WM. T. MARTIEN.
J. F. CABOT.

HENRY WISE,
Continental Hotel.

Filed Sept. 29th, 1862.

205 And afterwards, to wit, on the twenty-ninth day of September, A. D, 1862, the affidavit of the prize commissioner, John H. Young, is presented in the words and figures following, to wit:

In the case of the Bermuda.

The undersigned, prize commissioner, on the 14th day of August, reported to honorable district court of the United States, on condi-

tion of the cargo on board prize steamship Bermuda, recommending same to be discharged. On proceeding with such discharge, a considerable portion of the cargo was found to be damaged, which was reported to the honorable court, with recommendation to sell such damaged portion of the cargo, consisting of tea and coffee injured by sweat and mustiness, burlaps damaged by sweat, manilla rope damaged by water, and two hundred and fifty-two cases of brogans, boots and leggings taking serious damage from mould and dampness. The honorable court accordingly ordered sale of the above specified articles. On the 8th or 9th of September bills were posted at the marshal's office, inside and out, with other bills of marshal's sales; also at Mr. Cook's auction store. The sale was advertised, about same date, in Evening Bulletin and Press. The goods were removed to and arranged at auction store of Saml. C. Cook, from recommendation of gentlemen in the trade, as likely to bring better prices than they would in Patterson's store, where they were originally warehoused. On the 22d inst. a conspicuous advertisement was put in the "North American" by Mr. Cook, besides his usual notice, under the regular auction sales, and, early as the 23d, grocers and others visited the auction store to inspect and obtain samples of the various articles to be sold. A number of boxes of boots, brogans, and leggings, were opened to afford a fair sample of the contents.

On morning of the 24th my attention was called by a gentleman, whose name I am unacquainted with, to the fact that no bill (for sale of Bermuda) was posted outside of the marshal's office, among many other sales so posted. The gentleman and self went into the marshal's office. I called attention of Mr. Patterson (deputy) to same, who
206 said that bills had been posted outside, as usual, but he supposed they had been washed off, or detached in some other way; he then pointed the gentleman and self to the bill inside the office, among bills of other sales of the marshal. I have always made memorandum of day of sale in my book from marshal's bill, and am sure having noted same more than two weeks before sale.

The gentleman above alluded to complained that no catalogue had yet been issued. I replied, they were then in hands of the printer, and would be soon, or were perhaps already done. In course of the morning I called on Mr. Cook, and requested that a catalogue might be sent to G. M. Wharton, esq., so soon as possible. Subsequently he (Mr. C.) assured me he had done so.

On morning of 25th (day of sale) Mr. Gibbons—to whom I was requested to report any munitions or articles suited for war purposes found on board Bermuda—was made aware that the 252 cases brogans, &c., were to be sold at 12 o'clock on that day. After some desultory conversation between district attorney, Mr. Gibbons and self, it was agreed that undersigned should purchase for government the boots, brogans and leggings, as also the four coils of large rope for navy purposes. I got at the auction store only about five minutes before sale commenced; informed Mr. Cook as to what my instructions were, and I am certain no one else knew anything of the circumstance,

as I held him (Mr. C.) in conversation until the moment he mounted an elevation to commence the sale, at precisely 12 o'clock. I *did not bid at the sale at all*, either by look or nod: no such necessity existed, as I had instructed Mr. Cook not to let them slip. The sale was fair, attendance very large, bidding quite animated. The auctioneer took occasion to say, when bidding was going on for the 221 cases brogans, that "the gentlemen had better advance in their bids, or they would lose them, as he had in his eye a person who would sweep the whole line." I am of the opinion that every article
207 brought an advance on the appraised value. On 26th the U. S. inspector for boots, &c., made an examination for the government, and pronounced the brogans, boots and leggings in a very bad condition from mould and dampness; would require great trouble and expense to put them into a passable state, and that although being well made, of superior material, particularly the bottoms, they were unsuited to government purposes, not being of the right shape, and consequently government would not take them.

JOHN H. YOUNG.

Sworn and subscribed before me, September 29, 1862

G. R. FOX,
Clerk Dist. Court U. S.

Filed September 29, 1862.

And now, September 29th, 1862, on motion of G. M. Wharton, esq., proctor for claimants, the sale of brogans, boots, leggings, hosiery, hawsers, and rope is set aside, and William T. Martien and James Wray are appointed to make a resurvey and appraisement of the said articles.

And now, September 29, 1862, the commissioners appointed to survey and appraise the cargo of this vessel, stating verbally to the court that they have found among the cargo certain packages marked Savannah, Georgia, it is, on motion of the attorney of the United States, (the proctor of the claimant being present,) ordered that the prize commissioners examine the said packages, and report specially the particulars and character of the same, and of the said marks, and such material facts relating thereto as may upon their examination appear.

208 And on the same day a special report of the prize commissioner is presented, which is in the words and figures following, to wit:

BERMUDA.

To the hon'ble John Cadwalader, judge of the dist. court of the U. S. for the eastern dist. of Penn'a:

The undersigned respectfully presents the following report: Among the cargo discharged from steamship Bermuda were the following pack-

ages or parcels of samples directed and marked as under:

Case mark. [I T & N] 35 Savannah. Patterns free. Messrs. J. McKean & Co., agents, No. 25 Water st., Liverpool.

Case mark. [J T N] 30 a 31 Savannah. Patterns free. Messrs. J. McKean & Co., agents, No. 25 Water lane, Liverpool.

There are also other four packages *same address, same mark*, but *different numbers*, with the exception that they have not Savannah thereon.

Respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.

PHILAD'A, *Sept. 29th*, 1862.

209 And now, October 2nd, 1862, the attorney of the United States gives the court to understand that he is informed that other packages than those which were the subject of the court's order of the 29th ult. are marked in such manner as may indicate their destination. Whereupon, it is ordered that the prize commissioners, or one of them, examine and report specially as to such packages and marks.

And afterwards, to wit, on the second day of October, A. D. 1862, a special report of the prize commissioner is presented in the words and figures following, to wit:

BERMUDA.

To the honorable John Cadwalader, judge of the district court of the U. S. for eastern district of Pennsylvania:

The undersigned respectfully presents the following: In progressing with appraisement of cargo per steamer Bermuda, one case, marked [J. T. & N.] 99, was found to contain, among other articles, nine pieces of linen with the following brand printed *on the linen*, to wit:

Manufactured expressly for John Treanor & Nephew, Savannah, Geo.

Respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.

PHILADELPHIA, *Oct. 2d*, 1862.

And afterwards, to wit, on the fourth day of October, A. D. 1862, George M. Wharton, esq., proctor for claimants, presents the affidavit of Henry Wise, which is allowed to be filed, and is in the words and figures following, to wit:

In the matter of the Bermuda.—U. S. D. C.—In admiralty.

Henry Wise, being duly sworn, doth say that he received per steamer Europa from Liverpool this day a letter from Edwin Haigh,

of Liverpool, of which the following is a true and exact copy. He respectfully submits the same to the consideration of the court.

H'Y WISE.

Sworn and subscribed before me this third day of October, A. D. 1862.

G. R. FOX,
Clerk of District Court U. S.

Filed October 4th, 1862.

210 "EUROPA."

Copy.

LIVERPOOL, 20*th Sept.*, 1862.

HENRY WISE, Esq., *Philadelphia:*

DEAR SIR: I have before me your favor of 1st inst., and carefully note its contents.

The discovery of the confederate postage stamps, to which you call my attention, is unfortunate for the owner of that portion of the cargo, but it ought not to affect *my* position as owner of the vessel, for I was entirely ignorant of the fact that she carried such goods. I believe Messrs. F., T. & C. merely acted as forwarding agents in the matter; but at all events the finding of the stamps does not prove that they were intended to go further than Nassau in my vessel.

The power of attorney to A. S. Hanckel and George A. Trenholm was given on the *first* voyage of the "Bermuda," as you will see by the date, and was intended to apply to *that only.* On the vessel's return I endeavored to sell her, but could neither do this nor cancel the power until the document was returned from Charleston, whither it had been sent. *This* my agents have hitherto failed to do, owing, seemingly, to the interruption of communications.

The registry of such power of attorney is compulsory, and a copy can be obtained from the customs authorities by any one who pays the trifling fee necessary.

I trust the above explanation will enable you to lessen the effect which the discovery of this paper has produced.

Yours truly,

(Signed) EDWIN HAIGH,
Per J. R. A.

The power of attorney to sell or transfer a British ship is technically known as a "certificate of sale," and is the only form of such power recognized by our shipping laws.

211 And afterwards, to wit, on the tenth day of October, A. D. 1862, a special report of the prize commissioner, John H. Young, is presented in the words and figures following:

BERMUDA.

To the honorable John Cadwalader, judge of the district court of the U. S. for eastern district of Pennsylvania:

The undersigned respectfully reports as under: Progressing with appraisement of cargo, ex. Bermuda, the following cask of cutlery, marked C. & T. 174 was examined; and, among other articles of cutlery, were found 26 packages of razors, one dozen each. On the blades of about one-third thereof is represented a bull running after a man, soldiers chasing. Motto over the bull: "On to Washington—Bull run." About one-third more have vignette head of "Jeff. Davis" surmounted in shield with "the right man in the right place;" under the vignette, "Jeff. Davis, our first president." The remaining one-third, vignette of Beauregard, surmounted with "he lives to conquer;" under the vignette, "Gen'l Beauregard." There are also 54 packages, of one dozen each, two-bladed knives, embellished precisely in same manner and proportion, one-third each, as the razors. The blades of *all* are stamped *Courtney & Tennant, Charleston, S. C.*, in the place generally occupied with manufacturer's name. The manufacturers' envelope accompany each package, viz: "Wade & Butcher, Sheffield," &c.

B.
C.

Respectfull, submitted.

JOHN H. YOUNG,
Prize Commissioner.

PHILAD'A, *Oct.* 10*th*, 1862.

212 And afterwards, to wit, on the eleventh day of October, A. D. 1862, Mr. Wharton, proctor for claimants, presents the affidavit of Edwin Haight with exhibits annexed, which are ordered to be filed, subject to the future decision of the question of their admissibility or effect, and are in the words and figures following to wit:

I, the undersigned, consul of the United States of America for the port of Liverpool and its dependencies, do certify and make known to whom these presents shall come, that Frederick North, before whom the annexed affidavit of Edwin Haigh has been made, and who has signed the same, is a notary public duly authorized, admitted, and sworn, residing and practicing in Liverpool, duly authorized to administer oaths, to whose acts, as such, full faith and credit are due.

Given from under my hand and seal of office, at Liverpool, the 27th day of September, and year one thousand eight hundred and sixty-two.

[SEAL.]

THOMAS H. DUDLEY,
U. S. Consul.

213 In the district court of the United States within and for the eastern district of Pennsylvania.

UNITED STATES
vs.
STEAMER BERMUDA, her tackle, apparel, and furniture, and the goods, wares, and merchandise laden thereon. } In admiralty.—Prize.

Personally appeard before me Edwin Haigh, of Liverpool, in the county of Lancaster, in Great Britain, ship-owner and merchant, and made oath as follows:

1. I am a native British subject, and am the sole owner of the three hundred and forty bags of coffee referred to in the annexed bill of lading. The same were shipped by Messieurs Bushby & Company on board the said steamship Bermuda, and were for my sole account and risk, and were paid for out of my own moneys.

2. Such coffee was so shipped with the intention of being discharged at Bermuda or Nassau.

3. An invoice of the said coffee was sent forward by the same steamship, and was, I have been informed and believe, destroyed at the time of capture, but without my privity or direction.

(Signed) EDWIN HAIGH.

Sworn at Liverpool aforesaid, this twenty-sixth day of September, one thousand eight hundred and sixty-two, before me.

(Signed FREDERICK NORTH,
Notary Public, Liverpool.

214 Shipped in good order and condition, by Bushby & Co., of Liverpool, in and upon the good ship or vessel called the Bermuda, whereof Westendorff is master for the present voyage, and now lying in the port of Liverpool, and bound for Bermuda, three hundred and forty bags coffee, being marked and numbered as per margin; and are to be delivered, in like good order and condition, at the aforesaid port of Bermuda, (all and every the dangers and accidents of the seas and steam navigation of whatsoever nature and kind excepted) unto order or to their assigns, he or they paying freight for the said goods in Liverpool, as per margin, with average accustomed.

P.	14	94
H.	7	122
DN.	8	32
"	17	67
"	23	25

340 bags wg.
c. u. v.
489 3 5
at £6 0 0 pr ton 146 18 9
5% primage, 7 6 11
£154 5 8

In witness, whereof the master or purser of the said ship or vessel has assumed to 4 bills of lading, all of this tenor and date one of which being accomplished, the rest to stand void.

Dated in Liverpool the 21st day of Febr'y, 1862.

Weight, contents, and value unknown; not accountable for leakage or breakage.

C. WM. WESTENDORFF.

Endorsed: This is the bill of lading referred to in the annexed affidavit of Edwin Haigh, sworn this twenty sixth day of September, 1862, before me,

FREDERICK NORTH.
Notary Public, Liverpool.

BUSHBY & Co.

215 And now, October 14th, 1862, the prize commissioner makes special report in the words following, to wit:

BERMUDA.

To the honorable John Cadwalader, judge of the district court of the U. S. for eastern district of Pennsylvania:

The undersigned respectfully reports, that progressing with inventory and appraisement of cargo, ex. Bermuda, a box is found, for which there is no bill of lading, addressed:

"Mrs. S. Prioleau,
"Care of T. D. Wagner, esq.
"Per Bermuda."

Respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.

PHILDA., *Oct. 14th*, 1862.

District court of the United States in and for the eastern district of Pennsylvania.

CARGO OF STEAMER BERMUDA.

And now, October 14th, 1862, the prize commissioner makes special report in the words following, to wit:

To the honorable John Cadwalader, judge of the district court of the United States for the eastern district of Pennsylvania:

216 The undersigned respectfully reports, that among the cargo of the steamer Bermuda there are five (5) drums of telegraph cable and one box joining tools. The cable is half an inch in diameter, formed with eight parts of copper wire twisted as rope for a core or heart, with sixteen parts iron wire twisted round the core, and forming the outside. The whole is coated with preparation of tar, and apparently ready for immediate submersion. Each drum contains about three thousand five hundred yards, making an aggregate length of nearly ten miles. The weight of each drum, as per bill of lading, is two tons.

Respectfully submitted,

JOHN H. YOUNG,
Prize Commissioner.

PHILA., *Oct. 14th*, 1862.

Which report having been presented and considered, it is ordered that the subject thereof be referred specially to Fairman Rogers, as commissioner, to report so far as the same may be concerned, as well upon the points heretofore referred to the other commissioners, as also the specific purposes to which the said subject may be adaptable.

Fairman Rogers, being duly *sworn*, saith that he will well and faithfully report upon the subject-matter of the above reference, according to the best of his understanding, without unnecessary delay.

FAIRMAN ROGERS.

Sworn and subscribed this fifteenth day of October, A. D. 1862.

CHARLES F. HEAZLITT,
Commissioner.

217 And afterwards, to wit, on the twenty-first day of October, A. D. 1862, a special report of the prize commissioner is presented in the words and figures following, to wit:

In re.—The prize steamer Bermuda.

To the honorable John Cadwalader, U. S. district judge in and for the eastern district of Pennsylvania:

We respectfully return herewith a letter found on board the above-named prize, in a case marked [H] C. & T. 369, and addressed to Messrs. Courtney, Tennant & Co., Charleston, S. C., Oct. 21, 1862.

HENRY FLANDERS,
JOHN H. YOUNG,
Prize Commissioners.

Which report of the prize commissioners having been presented, the accompanying letter, addressed as in the said report stated, is opened and read by the judge, by whose order the same is placed among the proofs on file, with leave to the respective proctors and advocates to inspect and make copies of it.

218

{ Prize medal, London, 1851. } Exhibition prize medals for needles, fish-hooks, &c. { Prize medal, Paris, 1855. }

Awarded to John James & Sons, Victoria Works, Redditch.

Messrs. COURTNEY, TENNANT & Co.:

GENT.: We have the pleasure to send you herewith a complete set of needles and fish-hooks, which we trust you will find useful in procuring orders. As we are not exactly acquainted with the sorts of goods you require in the south, we have thought it better to send you patterns of all the sorts we have been sending to the north; but if you would wish a more complete and less bulky set, comprising only such as are sold in the market, if you will favor us with a list of such

goods, we will enclose a set with the next case. We trust the goods here sent will give satisfaction and lead to further orders.

Assuring you of our best service, we remain, gentl'n, your ob't serv'ts,

JOHN JAMES & SONS.

P. S.—We have quoted the exact prices, same as we quote to the merchants here who pay cash quarterly.

219 *John James & Sons' prices of needles, &c., Dec'r 21st, 1861.*

5-6 5-6 5-6 5-6
No. 5971, 5976, 5978, 5315—1 to 12 p m.
4-0 4-0 7-6 6-0 5-0 3-6 3 3
" 5903, 5015—1 to 10. No. 5904, 3-0, 2-0, 0-0—1 to 10. No. 5974—1 to 10 p. m.
2-6 5-3 4-3 3-9 2-6 2-3 2-3
" 9243—1 to 10. No. 9240, 3-0, 2-0, 0-0—1 to 10. No. 9241, 9242—1 to 10 p. m.
2-0 3-9 3-½ 2-6 1-6 1-6 1-3
" 6017—1 to 10. No. 5498, 3-0, 2-0, 0-0—1 to 10. No. 3140, 6110—1 to 10 p. m.
1-0 8-½ 3 3 3-3
" 5935, 6092, 5313, 3131—1 to 10 p. m.
7-0 6-0 5-0 7-0
" 5314, 5868, 3009—1 to 10. No. 5065—17 to 24 p. m.
4-6 3-6 2-9 2 3 2-0 1-10 1-6 1-4 1-4 4-0 3-3 2-9 2-9
" 5415, 4-0, 3-0, 2-0, 0-0—1 to 7. No. 3094, 15, 16, 17, 18. No. 5416, 16, 17, 18—1 to 6 p. m.
9-0 8-0 6-0 4-6 3-6 2-6 2-3 2 0 2-0 2-0
" 5062, 70, 71, 72, 73, 74, 75. 75½, 76, 77, 78 p. 100.
4-6 4-0 3-3 2 9 2-3 1-4 1-4 1-4 1-4
" 5063, 79, 80, 81, 82, 83, 84, 85, 86, 87 p. 100
3-6 3-0 2-6 2-0 1-6 1-0 1-0 1-0 1-0
" 5064, 88, 89, 90, 91, 92, 93, 94, 95, 96 p. 100
18- 16- 10-
" 5140, 5141, 5142, p. gro.
12- 3-6 2-6
" 3132, 5383, 5384—14 to 24 p. gro.
2-0 2-0 2-0 10*d* 9*d* 8*d* 10*d* 9*d* 8*d* 8*d* 6½*d* 8*d* 6½*d*
" 5080, 5081, 5082, 5387, 5388, 5326, 5389, 5390, 5327, 5372, 5373, 5375, 5376—p. gro.
1-8 1-4 1-0 10*d* 2*d*
" 5071, 14, 15, 16, 17 to 24. No. 5072, 13 to 22 p. dozen.
" 5385—1 to 8 4- p. m.
7-9 6-3 5-3 4-0 3-3 2-6 2-3 2-0 1-9
" 5061, 103, 104, 105, 106, 107, 108, 109, 110, 111 p. gro.
1-10 1-10 9*d* 9*d*
" 5066, 5067, 5068, 5070—9 to 14 in. p. dozen.
3-4 2-6 1-6
" 5074, 12, 13, 14 to 24 p. gro.
2-6 2-2 1-9 1-6 1-3
" 3095. Spaying needles. 13, 14, 15, 16, 17 p. gro.

Net cash payable in London or Liverpool.

220 *John James & Sons' prices of fish hooks, &c., Dec'r 21st, 186 .*

60- 50- 40- 30- 21- 16-6 11-6 5-6 6 9 5-3 4-0 3-6 2-6
No. 6701, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 p. m.
70- 60- 47- 35- 23- 18 6 12-6 9-0 7-3 5-9 4-6 4-0 3-0
" 6703, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 p. m.
" 6705—Prices as 6701. Disc't 65 per cent.
" 6707—Prices as 6703 Disc't 65 per cent.
60- 50- 40- 30- 21- 16-6
" 6905, 1, 2, 3, 4, 5, 6 p. m.
15- 12-9 10-9 9 9 8-0 5 9 4-3 3-3 2-9 2-3 2-0 1-9
" 7752, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 p. gross.
17-9 15- 12-9 11- 9-0 6-9 5-0 4-0 3-3 2-4 2-4 2-0
" 7773, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 p. gross.
9-6 8-0 6-6 5-6 4-3
" 6793, 6788, 6789, 6790, 6791 p. gross.

2-6 1-9 1-6 2-0 1-7 1-5 1-3 1-1
" 7587a, large, middle, small. No. 6948, 1, 2, 3, 4, 5 p. gross.
15- 13-6 12-6 11- 10- 8-9 7-3 30- 23-6 19- 14-6 11-6 9- 8- 1-3 6-9
" 6749, 16, 15, 14, 13, 12, 11, 10 to 1 p.m. No. 6876, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 p. m.
36- 33- 29- 26- 23- 19-3 13- 11- 9 6 8-0 7-0 6-3
" 6750, 1, 2, 3, 4, 5, 6 to 10 p. m. No. 6906, 1, 2, 3, 4, 5, 6 to 10 p. m.
31- 27- 24- 21- 19- 17- 15- 14- 9-6
" 6858, 8-0, 7-0, 6-0, 5-0, 4-0, 3-0, 2-0, 0 0. No. 6859, 1½ to 10 p. m.
25- 20- 16- 12 9 11-3 10- 9-0 8-0 6-0
" 6920, 8-0, 7-0, 6-0, 5 0, 4-0, 3-0, 2-0, 0-0. No. 6927, 1½ to 10 p. m.
20- 17- 14-6 11-6 10- 8-9 7-9 6-9 5-0
" 6811, 8-0, 7-0, 6-0, 5-0, 4-0, 3-0, 2-0, 0-0. No. 6812, 1½ to 10 p. m.
17-6 15- 12- 10-6 9-0 7 6 6-6 5-6 3-6
" 7803, 8-0, 7-0, 6-0, 5-0, 4-0, 3-0, 2-0, 0-0. No. 7804, 1½ to 10 p. m.
15- 11- 9- 7-6 6-6 5-0 4-6 4-0 2-6
" 7807, 8-0, 7-0, 6-0, 5-0, 4-0, 3-0, 2-0, 0-0. No. 7808, 1½ to 10 p. m.
66- 42- 14-
" 7797, 5-0 to 0. No. 7798, 3-0 to 0. No. 6882, 1 to 10—assorted colors, p. gross.
17- 7-6 5 0
" 6881, 5-0 to 0. No. 6875, 7772, 1 to 10 p. gross.
10- 7 0 16-
" 6761, 6762, 1 to 10 p. m. No. 6763, 1 to 10 p. gro.
14- 12- 11- 9-0 7-0 12- 10- 7-0 7-0 6-0
" 6865, 14, 15, 16, 17, 18. No. 6864, 14, 15, 16, 17, 18 p. gross.
12- 10- 9-0 7-0 6-0 11- 9-0 8-0 6-0 5-0
" 6755, 14, 15, 16, 17, 18. No. 6756, 14, 15, 16, 17, 18 p. gross.
4-6 4-0 4-6 4-0
" 6751, 6752, 6753, 6754, 1 to 3 p. gross.

Disc't 42½ per cent., except 6705 and 6707, *which are subject to* 65 *per cent.*
Terms: Nett cash payable in London or Liverpool.

Endorsed: Messrs. Courtney, Tennant & Co., Charleston, S. C. Filed Oct. 21, 1862.

221 And afterwards, to wit, on the twenty-third day of October, 1862, the report of the commissioner, Fairman Rogers, in relation to telegraph cable, is presented in the words and figures following, to wit:

To the honorable John Cadwalader, judge of the district court of the United States for the eastern district of Pennsylvania:

The undersigned commissioner, appointed to examine the telegraph cable forming part of the cargo of the steamer Bermuda, respectfully reports:

That the cable is a submarine telegraph cable, made as follows: There are seven copper conducting wires, coated with gutta percha, and then with hemp, tarred, and finally enveloped by a covering of sixteen iron wires of about No. 18 guage, heavily coated with tar, and in a condition to be laid without further preparation.

The cable is wound on five drums, each containing about three thousand five hundred yards, or two miles, according to the measurement of the drums.

It is adapted to be laid in the sea, on a bottom of mud, gravel, or sand, but is not adapted to resist violent action of waves near shore, nor abrasion against coral rocks, although it might be used for a temporary purpose in localities where it would be subjected to such actions.

A wire covering is not now considered necessary for a cable to be

laid across a river with an ordinary soft bottom, and it was not therefore probably intended for such a purpose.

Its length, ten miles, renders it suitable to connect two points from eight to eight and a half miles apart across a body of water of small depth.

The cable is of the same size at the ten ends which are visible.

I estimated the value of the cable at eight hundred and eighty (880) dollars per mile.

The joining tools accompanying the cable are not new, and may be valued at five dollars.

Respectfully submitted.

FAIRMAN ROGERS,
Commissioner.

PHILAD'A, *Oct. 23d*, 1862.

222 And upon the said twenty-first day of October, A. D. 1862, the special report of the prize commissioner, John H. Young, is presented in the words and figures following, to wit:

BERMUDA.

To the honorable John Cadwalader, judge of the district court of the United States for the eastern district of Pennsylvnia:

The undersigned respectfully reports, that in progressing with appraisement of cargo, ex. S. S. Bermuda, two cases marked [H] 2 and 3 were found to contain military insignia of rank, viz: epaulettes for all grades; stars for major and brigadier generals' shoulder straps; passants for all ranks, down to second lieutenants, for the several arms of service—bugles, crossed swords and cannons for cap fronts; "Palmetto trees," two inches long, on blue cloth, for cap fronts, and also the same one inch long for coat collars, (or shoulder straps.) Embroidered wreaths "without U. S. on"—*so labeled.* Swords for staff and line officers; chapeau de bras for same, bullion tassels, &c. Each package is labeled with the contents in French, with English translations. The cases and packages have French manufacturers' labels thereon.

[H & W] 26 and 28. Two cases contains military buttons, viz: eagle surrounded with 13 stars. Coat of arms of N. C., with "North Carolina" over; Palmetto tree, with S. C. Coat of arms of Georgia. Others with K., with T., with L. There are two sizes of above for coat and vest for staff and line officers. Belt plates $3\frac{1}{2} \times 2\frac{1}{4}$, with Palmetto tree; others S. C.; others C. S. on. Sash buckles, coat of arms of Georgia; others with Palmetto tree, &c.

The commercial experience of the undersigned warrants the belief, that most of the contents of above cases were intended for the American market, for the reason that nearly all the articles are of the kind *not used* in any other country for military organizations; for instance, the star is purely an American emblem, and is not used in any other country as insignia of military rank. The republic of Chili uses the star in her national ensign, but in or on nothing else.

Respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.

223 And afterwards, to wit, on the thirtieth day of October, A. D. 1862, a special report of the prize commissioner is presented in the words and figures following, to wit:

BERMUDA.

To the honorable John Cadwalader, judge of the district court of the United States for the eastern district of Pennsylvania:

The undersigned respectfully reports, that further progress with appraisement of the cargo per steamship Bermuda shows that [J T & N] 5 cases, each of which contains 53 pieces of prints and lawns; every piece has a card pasted thereon, representing a youth mounting a rising ground, carrying the flag of the "Confederate States," painted in colors—one of the cards attached.

[E]c s 109 a 123 are 15 cases, containing paper suitable for bank note purposes, each sheet has, in large letters, as a water-mark, C. S. A., spaced in 8 parts, and at such distances that one of the marks would be observable in the body of the note—a sheet herewith.

Respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.

PHILAD'A, *Oct. 30th*, 1862.

224 And afterwards, to wit, on the seventh day of November, A. D. 1862, George M. Wharton, esquire, proctor for the claimants, presents the affidavit of Edwin Haigh.

In the district court of the United States within and for the eastern district of Pennsylvania.

UNITED STATES *vs.* STEAMER BERMUDA, her tackle, apparel, and furniture, and the goods, wares, and merchandize laden thereon.	In admiralty.—Prize.

Personally appeared before me Edwin Haigh, of Liverpool, in the county of Lancaster, in Great Britain, ship-owner and merchant, and made oath as follows:

1. In the month of August, one thousand eight hundred and sixty-one, being then the sole registered owner of the steamship Bermuda, I was in hopes that the blockade imposed by the northern government of the United States against the southern ports might be raised by reason of intervention, arrangement, or otherwise, and I accordingly caused the said steamship to be sent from West Hartlepool, in Great Britain, (where she then was,) on a voyage to Charleston, in South Carolina.

2. I was also desirous that the said steamship should be sold at Charleston, or any other port of the United States, if the opportunity should offer and a sufficient price could be got for her. I accordingly executed a certificate of sale authorizing Mr. Allan Stuart Hanckel and Mr. George Alfred Trenholm, of Charleston, jointly or severally, to carry into effect any desirable sale.

3. I am informed and believe that the said steamship, in the prosecution of her voyage, was not warned off by any of the blockading cruisers, and that she entered the port of Savannah without meeting with any of such cruisers, or having the opportunity of ascertaining whether the said blockade was in fact still in force, and there discharged her cargo.

4. In the month of January last the said steamship re-
225 turned to West Hartlepool aforesaid, without having been sold, but the said certificate of sale was not returned to me.

5. In the month of February last, seeing that the blockade had become effective, and that there was little hope of its being raised, I caused the said ship to be loaded for Bermuda or Nassau; and as there was no intention of the said ship entering any of the blockaded ports, I caused application to be made to the registrar of shipping, at Liverpool, to grant a new certificate of sale to some parties at Bermuda or Nassau, with a view to her sale at either of those British ports; but the said registrar declined to issue such new certificate unless the old certificate should be first given up to him cancelled.

6. The old certificate has never been returned to me, probably by reason of the difficulty of communication between the southern States and Great Britain, but it was virtually revoked and annulled in the month of February last, all intention of entering any of the southern ports of the United States being then abandoned.

(Signed) EDWIN HAIGH.

Sworn at Liverpool aforesaid this fifteenth day of October, 1862, before me.

(Signed) FREDERICK NORTH, [SEAL.]
Notary Public, Liverpool.

Thos. H. Dudley, U. S. consul, Liverpool, certifies, 15th October, to signature and avocation of F. North, notary public.

Filed November 7th.

And now, 7th November, 1862, the court, upon the application of the claimant's counsel, allow the said affidavit to be filed. This order is made, after hearing the objections of the attorney of the United States to the reception of the paper, the court remarking that these objections will be considered in determining hereafter its effect.

226 And afterwards, to wit, November 8th, 1862, a special report of the prize commissioner, John H. Young, is presented in the words and figures following, to wit:

BERMUDA.

To the honorable John Cadwalader, judge of the district court of the United States for the eastern district of Pennsylvania:

The undersigned respectfully reports:

That further examination of cargo per steamship Bermuda shows that [J T & N] 5, one case, contains a variety of articles, among

which are needles, enclosed in wrappers, on which is the following directions:

Messrs. JOHN TREAINER & NEPHEWS,
Savannah.

From J. Morrall & Co.,
Manchester.
Enclosed to Messrs. Philips & Co.

[H T B] 605 contains military buttons similar to those already reported to your honor, with the addition of two sizes—eagle, surmounted with *eleven stars.*

A S H 1 *a* 5, cases containing 2,323,000 percussion caps.

Respectfully submitted.

JOHN H. YOUNG.
Prize Commissioner.

PHILADA., *Nov. 8th*, 1862.

And afterwards, to wit, November 15th, 1862, a special report of the prize commissioners, John H. Young and Henry Flanders, is presented in the words and figures following, to wit:

BERMUDA.

To the honorable John Cadwalader, judge of the district court of the U. S. for eastern district of Pennsylvania:

The undersigned respectfully reports, that further inspection of cargo, per S. S. Bermuda, shows C T C 9308, one cask, con-
227 tains various hardware, among which are hand saws, with the following (engraved or etched) on the saw, in *large block letters*, viz:

COURTNEY, TENNENT & CO.
Warranted { British Coat of Arms. } Square.
CHARLESTON.

Respectfully submitted.

JOHN H. YOUNG.
HENRY FLANDERS.
Prize Commissioners.

PHILADELPHIA, *Nov. 15th*, 1862.

And upon the said fifteenth day of November, A. D. 1862, a special report of the prize commissioner, John H. Young, is presented in the words and figures following, to wit:

BERMUDA.

To the honorable John Cadwalader, judge of the district court of the U. S. for eastern district of Pennsylvania:

The undersigned respectfully reports, that among cargo per S. S. Bermuda are 26 boxes, marked POD 32 a 57—previously reported;

particular examination shows that numbers 32 a 54 contains 4 tin cases each, the tin case has $2,500, ("Confederate States" postage stamps,) making $10,000 each box. No. 55 has 5 tins, and contains $12,750, making in the aggregate $242,750. No 56 has 8 three pint cans of "printing ink for postage stamps"—so labelled. No. 57 contains copper plate with 400 dies, for printing, at each impression, 400 "confederate postage stamps," similar to those contained in above-mentioned boxes.

Respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.
HENRY FLANDERS.

PHILADELPHIA, *Nov. 15th*, 1862.

228 And afterwards, to wit, on the seventeenth day of November, A. D. 1862, a special report of the prize commissioners, John H. Young and Henry Flanders, is presented in the words and figures following, to wit:

BERMUDA.

To the honorable John Cadwalader, judge of the district court of the U. S. for the eastern district of Pennsylvania:

The undersigned respectfully reports, that in cargo of S. S. Bermuda, TDW # 1, one case contains twenty-one (21) paper parcels addressed as under:

One parcel for T. M. Henkel, esq.	}	Charleston, S. C.
One do. " C. F. Henkel, esq.		
One do. " Jno. Henkel, esq.		
One do. " Dan'l Hayward, esq.		
One do. " Messrs. Green, Trapmann & Co.		
One do. " Mrs. Trenholm, Rumford Place.		
Three do. " Mrs. G. A. Trenholm.	}	Charleston, S.C.
Nine do. " " A. G. Rose.		
One do. " Arthur S. Rose, esq.		
One do. " Mrs. Trapmann.		

In the latter parcel were five "London Times," addressed Wm. H. Trapmann, esq., from S. Watson, esq.

In the parcel to Arthur S. Rose, esq., was a book, entitled "The American Union, its effects on National Character and Policy, with an enquiry into Secession, as a Constitutional Right, and the causes of the disruption, by James Spence, 2d edition, London. Rich'd Bentley, New Burlington st." Several pages have pencil marks on the margin.

Respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.
HENRY FLANDERS.

PHILADELPHIA, *Nov. 17th*, 1862.

229 And upon the same day a special report of the prize commissioner is presented, in the words and figures following, to wit:

District court of the United States in and for the eastern district of Pennsylvania.

In re. the prize steamer Bermuda.

We respectfully return herewith the written memorandum and printed blanks found on board the said steamer, and which are particularly described in the accompanying paper marked "A."

HENRY FLANDERS,
JOHN H. YOUNG,
Prize Commissioners.

Nov. 17, 1862.

"A."

In TDW ♯ 1. One case per s. s. Bermuda, on a paper parcel addressed to Mrs. G. A. Trenholm, Charleston, S. C., was attached a note addressed as above. The contents are a list of articles for ladies' wear, to be purchased in England.

230 On paper parcel (in same case) addressed Mrs. Trapmann, was a large-sized envelope addressed to Messrs. Green, Trapmann & Co., Charleston, S. C. The contents were an engraved bill of lading in blank. "Shipped, in good order and condition, by Messrs. Green, Trapmann & Co.," on first line; "now lying at the port of Charleston, S. C.," on the 4th line; and on the bottom line, "dated at Charleston, S. C."

There were also engraved sheet of 1st, 2nd, 3rd bills of exchange, "Green, Trapmann & Co." on the end, in usual form, dated "Charleston, So. Ca." The blank part of 1st is partially filled by name of "John Cheeseborough, esq., cashier;" on the amount line, "One thousand nine hundred;" on the address line, "Mess. J. L. Lemn & Co., p'ble, London;" signed by "Green, Trapmann & Co.," in different hands.

This set of bills is apparently intended to form one sheet in the ordinary bill book of merchant or banker; and no doubt both this and bill of lading was intended as pattern or sample sheet, as they are printed on the thick printing paper, and not on writing paper.

231 And afterwards, to wit, on the nineteenth day of Nov., A. D. 1862, a special report of the prize commissioner is presented, in the words and figures following, to wit:

BERMUDA.

To the hon'ble John Cadwalader, judge of the district court of the United States for eastern district of Pennsylvania:

The undersigned respectfully presents, that further progress with appraisement of cargo per S. S. Bermuda, shows that [J T x N] ‡ 71,

72 and 73, three cases, containing chintz, have the following ticket pasted thereon, viz: [J T x N] 71, Savannah; [J T x N] ‡ 71 Savannah; one of which is here attached.

Respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.

PHILAD'A, *Nov.* 19*th*, 1862.

232 And on the twenty-second day of November, A. D. 1862, a special report of the prize commissioner, John H. Young, is presented, in the words and figures following, to wit:

BERMUDA.

To the honorable John Cadwalader, judge of the district court of the United States for eastern district of Pennsylvania:

The undersigned respectfully presents: the conclusion of appraisement of the cargo per S. S. Bermuda, developes that comprised in said cargo there are 59,574 yards of army cloth, double and single width; 3,876 pairs grey army blankets; 23,520 yards canton flannel; 598 yards sky blue and scarlet facings; 2,569 yards, 60 inch wide, vulcanized cloth; 1,506 yards adhesive plaster. The above appears to have been furnished by, as follows, viz:

"From S. Isaac Campbell & Co., No. 71 Jermyn st., London, and 71 High st., Chatham, army contractors and military warehouse."

Herewith is attached a detailed list of above with valuation, and also list of other articles, but not indexed as the foregoing.

Respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.

PHILAD'A, *Nov.* 22*d*, 1862.

233 *Memorandum of army cloths, &c., per S. S. Bermuda.*

19 bales,	containing	3,876	grey army blankets.....	$9,747	54
12 do.	do.	5,179½	yards sky blue army cloth.....	11,006	40
1 do.	do.	553½	do. heavy do. do.	1,861	88
54 do.	do.	40,254	do. kerseys.....	20,406	49
6 do.	do.	7,011½	do. do.	4,137	80
15 do.	do.	23,520	do. canton flannel.....	7,056	00
3 do.	do.	598½	do. sky blue and scarlet facings.	1,795	50
2 do.	do.	667½	do. sky blue army cloth.....	1,439	68
3 do.	do.	2,110	do. blue mixed kerseys.....	1,055	00
5 do.	do.	3,798¾	do. do. do.	1,898	68
6 cases	do.	1,557¾	do. 60 inch vulcanized cloth.....	1,168	30
12 do.	do.	1,012	do. do. do do. ..	759	00
251 rolls	do.	1,506	do. adhesive plaster.....	223	32
				$62,555	59

252 cases army brogans, boots, &c., valued		$15,000 00
Military insignia of rank,	do.	12,500 00
200 swords for staff and line officers,	do.	2,000 00
3,323,000 percussion caps,	do.	3,340 00
450 yards patent lint,	do.	675 00
712 sacks saltpetre,	do.	14,784 00
Telegraph cable,	do.	8,800 00
		$57,099 00
This amount brought down		$62,555 59
		$119,654 59
Munitions of war previously reported, about		29,000 00
		$148,654 59

234 And afterwards, to wit, on this twelfth day of December, A. D. 1862, a special report of the prize commissioner, John H. Young, is presented, which is in the words and figures following, to wit:

S. S. BERMUDA.

To the honorable John Cadwallader, judge of the district court for the United States for the eastern district of Pennsylvania

The undersigned repectfully presents, that in my report, dated August 28th, respecting 26 boxes (per S. S. Bermuda) marked P. O. D. # 30 *a* 55, were stated to contain $10,000 each of "Confederate States" postage stamps. A subsequent and more careful examination shows this to have been incorrect. The report of undersigned, dated November 15th, indicates that Nos. 32 *a* 55 contained the stamps, while (30 and 31) were neglected altogether, thereby leading to inference that they (30 and 31) were missing. I therefore beg to rectify in this report the aforesaid omission. Numbers 30 and 31 contain paper of the same size and description as those contained in numbers 32 *a* 55, and are evidently intended for the same purpose.

Respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.

PHILADELPHIA, *December 12th*, 1862.

THE CARGO OF THE STEAMER BERMUDA.

And now, December 17th, 1862, the attorney of the United States, and Charles Gibbons, esq., special counsel of the War Department, move the court that the munitions and materials of war found on board the said vessel at the time of her capture, and included in the inventory and appraisement filed by the appraisers, be transferred and delivered to the proper ordnance officer of the United States army, on payment into court of the appraised value thereof. Ordered that this motion stand over until to-morrow morning at 11 o'clock, for notice to the proctor for the claimant.

235 THE STEAMER BERMUDA.

And now, December 19th, 1862, the attorney of the United States comes and shows to the court that the steamer Bermuda, which has been libelled as prize of war, and is now in the custody of this honorable court, has been valued and appraised by competent appraisers, appointed by the court, together with her tackle, apparel, and furniture, at the sum of one hundred and twenty thousand dollars; and that no objection, either on the part of claimants or captors, has been urged or suggested to said valuation.

That the government of the United States desires to obtain possession of the said steamer, and to employ her in the naval service of the United States, and that the said government has accordingly deposited in the hands of the marshal of the United States for this district the full amount of the said appraisement, by whom the same will be paid into the registry of this court in negotiable securities of the United States, to await the final determination of the proceedings now pending.

That the steamer having been brought to this port on or about the third day of May, 1862, has from that time to the present remained in the custody of the marshal of the United States, and that heavy charges, necessarily incident to her detention, have been incurred in consequence of the said custody.

That independently of the official compensation allowed to the marshal for the custody of said steamer, which has already amounted to a considerable sum, special expenses have been incurred in the employment of the means which have been thought necessary to be adopted for the preservation of the engines and boilers, and other parts of said steamer.

That the expenses incident to said detention which have ac-
236 crued, and are continually accruing, render the said steamer in a relative sense perishable, and that it would therefore be for the advantage and benefit of all in interest that she should be sold, and the value thereof deposited in court.

The said attorney therefore prays this honorable court for an order directing the marshal to deliver to any authorized agent of the Navy Department of the United States, the said steamer, on the payment by the United States, into the registry of the court, of the amount of the said appraisement.

In the matter of the Bermuda.—In the district court of the United States, E. D. of Pennsylvania.

And now, December 19, 1862, the undersigned, on behalf of Edwin Haigh, the owner of the steamship Bermuda, and also on behalf of the claimants of the cargo of said ship, represented by him, appears before this honorable court, and shows cause against the making of the order of which he has been notified, to wit: an order for the transfer of the said ship, and of the munitions and

materials of war, part of her cargo, to an officer of the United States, on payment of the appraised value thereof into court, as follows, to wit:

Because, *First.* No decree of condemnation or forfeiture has been made and entered in this cause.

Second. The United States government has no right in law to the said ship and cargo, or to take possession thereof to their own use prior to decree of condemnation.

Third. The title of the claimants has not been pronounced against.

Fourth. The cause is still pending in court for adjudication.

237 *Fifth.* The said owner and claimants do not assent to, but respectfully object to and protest against any such transfer.

Sixth. The depreciation of the currency will entirely prevent the sum which it is proposed to pay in being adequate as a security.

G. M. WHARTON,
For E. Haigh and others.

THE BERMUDA.

And now, 23d December, 1862, the court, upon the application of Mr. Wharton, appoint Samuel Rotan, John Gallagher, and Henry Winsor, to reappraise the said vessel, her tackle, apparel and furniture, and report their valuation; and whether, and to what extent, and in what particulars she has deteriorated in valve since 12th September last; and the court further order, that the commissioners report what accruing and probable future deterioration will occur, should she with proper custody, care, and attention remain in port.

238 And afterwards, to wit, on the thirtieth day of December, A. D. 1862, the appraisers, Samuel Rotan, John Gallagher, and Henry Winsor, make return in the words and figures following, to wit:

To the honorable the judge of the United States district court for the eastern district of Pennsylvania:

The undersigned, appointed by an order of said court, bearing date December 23rd, A. D. 1862, to perform certain duties, as in said order set forth, in relation to the steamship Bermuda, respectfully report as follows:

That we have attended to the duties assigned us, and find the value of said steamship, her tackle and apparel, to be one hundred and twenty thousand dollars; that said steamship has deteriorated in value since the 12th day of September last, at the rate of eight hundred dollars per month, exclusive of interest; and that said deterioration is in the shrinking of the wood-work, rusting of iron-work, decay of cordage, and in other particulars difficult to mention, but caused mainly by a want of the care and attention of proper officers and crew.

And we do further report, that the accruing and future deteriora-

tion of said steamship will be at or near the above-named rate, under the present "custody, care, and attention;" but that such deterioration can be to a considerable extent prevented by calking the decks, and painting the wood-work.

Having completed our survey and the report thereof, we do now respectfully submit the same this 30th day of December, 1862.

SAMUEL ROTAN.
JOHN GALLAGHER.
HENRY WINSOR.

239 March 5th, 1863.—The following decree was pronounced by Judge Cadwalader.

THE BERMUDA.

This vessel, if not absolutely of hostile ownership, was in the employment and under the direction of hostile persons, and so engaged in the trade of such persons, that she is confiscable as *enemies' property* according to the definition of this phrase under the law of maritime war, and in the language of prize courts. As to a portion of her cargo, I have still under consideration the question whether further proof should be allowed.

I do not think that a judgment in the case of the vessel should be longer deferred. But her case and that of her cargo are so complicated with each other, that I defer my reasons in detail as to the vessel until a decision as to the cargo. A decree, in the general form, condemning the vessel, will be entered.

Decree.

And now, fifth of March, 1863, this cause having been duly considered, and it appearing to the court that the said steamer was, at the time of capture, the property of enemies of the United States, or otherwise confiscable as prize of war, it is ordered, adjudged, and decreed, that the said steamer, her tackle, apparel, and appurtenances, be, and the same are, condemned as good and lawful prize.

And on the same day, Mr. Wharton, proctor for claimants, announcing his intention to appeal from the decree condemning this vessel.

240 The attorney for the United States moves the court that the said vessel be delivered to the United States upon the payment of one hundred and twenty thousand dollars, the appraised value thereof. Whereupon, after hearing counsel, it is, upon consideration, ordered, that the said steamer Bermuda be, and she hereby is, adjudged to the United States on the payment of the said sum. And it is further ordered, that on the deposit of the said sum of one hundred and twenty thousand dollars in the registry of the court, the said steamer be delivered to the Navy Department of the United States.

In the matter of the United States of America *vs.* The Bermuda and her cargo. D. C. U. S., E. D of Pennsylvania. In admiralty. Prize.

And now, March 6th, 1863, in open court, Edwin Haigh, by his advocate and proctor, Geo. M. Wharton, esq., prays an appeal according to law from the decree of the district court, pronounced yesterday, condemning the said steamship Bermuda, her tackle, apparel, and furniture, as prize of war, and forfeited to the United States.

And the said appeal is accordingly allowed.

241 And now, March 7th, 1863, James Moore, one of the appraisers of the cargo the steamship Bermuda, and especially of the munitions of war forming part of the same, and Captain John H. Young, prize commissioner, being in court, and on motion of the district attorney, being interrogated by the court whether any and what changes have occurred in the market value of the said munitions of war since the appraisement heretofore had of the same, say, on their respective oaths, that the present market value of the said articles respectively is set forth in the column of figures annexed to the list of the said articles hereto attached.

JAMES MOORE.
JOHN H. YOUNG.

Affirmed and subscribed by the said James Moore, sworn and subscribed by the said John H. Young, respectively, before me, this 7th day of March, 1863.

CHARLES F. HEAZLITT,
U. S. Commissioner.

Memorandum of war munitions per steamer Bermuda. Additional appraisement of same.

		Present value.		
120 shells, 8½-inch, 112 lbs. each=13,440 lbs., at 4 cents per lb	$537 60	do.	$537 60
120 " 5½ " 50 lbs. " 6,000 lbs., at 7 " "	420 00	do.	420 00
19 " 7½ " 63 lbs. " 1,197 lbs., at 4 " "	47 88	do.	47 88
200 " 7½ " 65 lbs. " 13,000 lbs., at 4 " "	520 00	do.	520 00
252 " 8½ " 100 lbs. " 25,200 lbs., at 4 " "	1,008 00	do.	1,008 00
360 " (spelter) 7 lbs. " 2,520 lbs., at 5½ " "	138 60	do.	138 60
702 " (iron) 6½ lbs. " 4,563 lbs., at 8 " "	365 04	do.	365 04
2 boxes fuses, included in valuation of above.			
300 barrels powder, 100 lbs. each=30,000 lbs., at 12 " "	3,600 00	14 cents.	4,200 00
76 half bbls. " 50 lbs. " 3,800 lbs., at 12 " "	456 00	14 "	532 00
175 qr. bbls. " 25 lbs. " 4,375 lbs., at 12 " "	525 00	14 "	612 50
712 bags saltpetre 118,276 lbs., at 12½ " "	14,784 50	15½ "	18,332 78
72,000 cartridges at 1 " each	720 00		720 00
4,375 canisters powder at 18 " "	787 50	23 "	1,006 25
2 half bbls. " " 100 lbs., at 18 " per lb	18 00	23 "	23 00
5 boxes, containing each 1 iron finished cannon and carriage at $190 each	950 00		950 00
1 box, containing six cast-iron cannon at 60 "	360 00		360 00
2 carriages at 50 "	100 00		100 00
7 cases pistols, containing 129 in all at 10 "	1,290 00		1,290 00
Cartridges, equipments, and extra pieces	140 00		140 60
2 cases Enfield rifles, 12 at $12 each	144 00		144 00
2 cast-iron guns, wrought bands.. 8,400 lbs., at 7 cents per lb	588 00		588 00
1 wrought-iron gun 11,000 lbs., at 20 " "	2,200 00		2,200 00
1 cast " 11,170 lbs., at 7 " "	781 90		781 90
2 " " 10,760 each=21,520 lbs., at 7 " "	1,506 40		1,506 40
1 wooden gun-carriage	50 00		50 00
182 coils manilla rope 23,754 lbs., at 9 cents per lb.	2,137 86	11 cents.	2,612 94
1,161½ packages, containing 2,323,000 percussion caps at 90 " M.	2,090 70		2,090 70
	36,266 98		41,277 59

PHILADELPHIA, *March* 7, 1863.

242 March 10, 1863. The following decree was pronounced by Judge Cadwalader.

THE CARGO OF THE STEAMER BERMUDA.

The destination, immediate or ultimate, of this vessel's cargo was a hostile port. Whether it was to have been transported to this port from Nassau, in her or by transhipment, or landing and reshipment, might have been determined by orders receivable there, or by orders which were among the papers destroyed at the time of capture, or, in the absence of instructions, may have been discretionary with her navigator. That she was at the time of capture navigated under instructions received at Bermuda from residents of the hostile port of destination, and that they or their agents had the control and regulation of her ulterior movements, is unquestionable. This renders the immediate destination of such parts of the cargo as consist of munitions of war less important than it might otherwise have been. Judgment as to these articles may be pronounced independently of any question of their hostile ownership. Even if their immediate destination was not absolutely hostile, it was controllable by hostile persons, whose purpose clearly was that it should reach a hostile port. A decree will, therefore, be entered condemning the powder and saltpetre, the firearms, great and small, the gun-carriages, shells, cartridges, fuses, and percussion caps and swords. Such munitions of war, if any, as I may have omitted to specify, will, if my attention shall be directed to them, be included in the decree.

Decree.

And now, this tenth day of March, A. D. 1863, it is considered, adjudged, and decreed that the following munitions of war,
243 parts of the cargo of the said captured steamer, that is to say, the powder, the saltpetre, the firearms, great and small, and the respective appendages, including all gun-carriages, the shells, cartridges, fuses, and percussion caps, and swords, which were on board of the said steamer when captured, be, and the same are hereby, condemned as contraband of war, destined for a hostile place, and as property of enemies of the United States, or otherwise confiscable as prize of war.

THE BERMUDA AND CARGO.

In the case of the steamer "Bermuda" and her cargo, the attorney of the United States informing the court that he is instructed, on behalf of the Navy Department of the United States, to offer for the munitions of war (a schedule of which is hereunto annexed) the appraised value of the same, if the said munitions of war can be forthwith adjudged to the United States, on the payment of that sum, the court having considered the said offer, and the said attorney moving that the said munitions of war be adjudged to the United States on

the payment of the said sum, the court grant the said order, except as to the manilla rope, valued at $2,612\frac{94}{100}$, which is not included in the decree of condemnation made this day. And it is ordered that on the payment by the United States of thirty-eight thousand six hundred and sixty-four dollars and sixty-five cents, the appraised value of the said munitions of war, so condemned by the court, the same be delivered to the Navy Department of the United States.

244 In the matter of the United States of America vs. The Bermuda and cargo. D. C. U. S., E. D. of Penn'a. In admiralty. Prize.

And now, March 13, 1863, in open court, Alexander T. Blakely, by his advocate and proctor, George M. Wharton, esq., prays an appeal, according to law, from the decree of the said district court, pronounced on the 10th inst., condemning as prize of war and forfeited to the United States the portion of the cargo of the said steamship Bermuda heretofore claimed by him.

And the said appeal is accordingly allowed.

In the matter of the United States vs. The Bermuda and cargo. D. C. U. S., E. D. of Penna. In admiralty. Prize.

And now, March 13, 1863, in open court, Fraser, Trenholm & Company, by their advocate and proctor, Geo. M. Wharton, esq., pray an appeal, according to law, from the decree of the said district court, pronounced on the 10th inst., condemning as prize of war and forfeited to the United States the portion of the cargo of the said steamship Bermuda embraced in the said decree and heretofore claimed by them.

And the said appeal is accordingly allowed.

245 And afterwards, to wit, on the first day of May, A. D. 1863, a special report of the prize commissioner, John H. Young, is presented in the words and figures following, to wit:

STEAMER BERMUDA.

To the honorable John Cadwalader, judge of the district court of the U. S. for eastern district of Pennsylvania.

The undersigned respectfully reports, that in arranging that portion of the cargo of steamer Bermuda comprising the miscellaneous hardware for the sale of 4th prox., three cases were found to contain as follows: W. A. & Co. 1251, 1252, 1253, double-barrell'd fowling pieces, all stamped on the intersection of the two barrels, "Manufactured for J. E. Adger & Co., Charleston, S. C."

Respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.

PHILAD'A, *Ap'l 29th*, 1863.
Filed May 1st, 1863.

246 Afterwards, to wit, on the 5th day of May, A. D. 1863, an agreement of counsel is presented and filed, in the words and figures following, to wit:

District court of the U. States, eastern district of Penna. In the matter of the Bermuda and cargo.

It is agreed that in the Supreme Court of the United States, on appeal in the above case, the following books and papers may be referred to and used by either party, or their counsel, in argument and as evidence, and if, and with the same effect as if they had been copied in extenso, and made a part of the record in the cause, viz: The log-book, the paper in duplicate headed the manifest and freight list, &c.

GEORGE M. WHARTON,
for Claimants.
GEO. A. COFFEY,
U. S. Att'y.

PHILADELPHIA, *April* 28, 1863.

247 And afterwards, to wit, on the eighteenth day of May, A. D. 1863, report of prize commissioner, John H. Young, presented, in the words and figures following, to wit:

BERMUDA.

To the hon'ble John Cadwalader, judge of the district court of the U. S. for eastern district of Penn'a.

The undersigned respectfully reports, that examining amongst the remainder of cargo, per SS. Bermuda, one case was found which had been overlooked by the appraisers. On opening said case for purpose of making an inventory thereof, the contents were found to be as follows: C [E] S 8 containing 173,000 various envelopes, and four letters (sealed) addressed as under:

Mr. Wm. Morris, artist, care of Messrs. Evans & Cogswell, Charleston, So. Carolina.

Mr. Morris, draughtsman, employé of Messrs. Evans & Cogswell, printers and stationers, Charleston, So. Carolina.

248 Mr. Morris, lithographer.

W. Morris, esq.

The above were found among several lithographic pattern cards, evidently intended as specimens.

I herewith present the hon'ble court the above, with seals unbroken.

Respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.

PHILAD'A, *May* 18*th*, 1862.

Which report having been received and considered, the four letters mentioned in and accompanying it are opened and read by the court; whereupon it is ordered by the court that they remain on file as proofs in the cause, and that the law officers of the United States, and proctors and advocates of the respective claimants have liberty to inspect them, and that the cause do stand over for a further hearing on the 20th of the present month, if the advocate on either side shall desire to present any suggestions or arguments as to the effect of these or any additions to the proofs originally found on board the captured vessel.

249 Letter addressed: Mr. William Morris, artist, care of Messrs. Evans & Cogswell, Charleston, So. Carolina.

80 BISHOPSGATE.

DEAR BILL: The verdict announced by your telegram, dated 18th Nov'r, was quite a relief to me when I learned that you got safe in berth, after getting over the the very many obstacles and 'airbreadth 'scapes that presented themselves, (not quite so easy as dropping into the bird.)

Must shut up now, as the case (in which this is enclosed) is about to be closed up.

With best wishes from your old chum,

AUG. AHRENFELD.

Have the kindness to tell Astins (engraver) that I never got the acc., from Brighton; shall be glad of it from him.

250 Letter addressed: Mr. Morris, draughtsman, employé of Messrs. Evans & Cogswell, printers and stationers, Charleston, So. Carolina.

Printing works for every class of letter-press and lithographic printing by steam-power.

[Postal reference, E. C.]

STATIONERY DEPARTMENT,
80 *Bishopsgate, within*, 26 *Leadenhall street*,
London, Feb'ry 12th, 1862.

DR. MORRIS: I was very pleased to hear that you managed to escape the vigilance of the Yankee vessels in getting into Charleston, and from the acc's I have heard and the brief intelligence I gather from your letters, should think you had a very narrow escape. I am doubly glad to hear you found everything as was represented, for I felt rather anxious on that matter. Since we heard last from you, some very great changes have taken place which doubtless has altered your position, and by the time you receive this, (if it is lucky enough to reach you,) many more will have undoubtedly have taken place. When your letter arrived here in November last, Mr. Evans was with us, and making arrangements for a fresh supply of presses, &c., &c., to replenish those lost by the Thomas Watson. They have been sent about a week since, and this letter goes with a case of envelopes.

251 A commissioner from the confederate government has been

over here, and has sent a lot of printers and engravers, and presses, and paraphenalia complete, which he obtained from Scotland; he served me very shabby and ungentlemanly, having got all he could out of me, and then took the order elsewhere. I feel VERY ANXIOUS to hear from you full details as to what work you are engaged on, and whether it suits you, and you suit them, also what sort of fellows your new shopmates are. I fancy they are not the sort to make bank notes, and do fine work. I HAD made arrangements with some first-rate machine engravers to do the thing properly, and from the difficulty I had in getting at them makes me fancy you have a very poor staff as to ability. The men I have just referred to are those just sent away from here. I almost forget about Young (printer) and Astins (engraver) that I sent out about 3 months after you. I heard of the arrival of Young but not of Astins, but suppose they are with you all right, and I trust doing their duty satisfactorily, although I have my fears as to Young, having heard he is fond of drink. He is a good workman if he likes.

I shall be glad to hear from you also as to Steep. I am very sorry he deceived us about being married; there was no occasion for that. I see his wife every week, and she seems happy enough and no doubt will be as long as I make the payments I promised to; make my regards to him and tell him (Steep) I shall be glad when he relieves me from this responsibility, although I am well aware there is no way
252 of doing it just at present. Still I hope he will be prepared to make the necessary arrrangement when the proper time arrives. I have no doubt that by the time this reaches you that Mr. Evans will have all the litho. work under his care, and feel very confident that a great deal more material and presses will be necessary. I hope those supplied by us have turned out well, and that you will not forget me if you can have a say in the matter, as I should send out only the best articles.

Business is very *very* dull here, next to nothing doing in anything. We think that this state of affairs cannot last long with you, although the Yankees have gained a victory at Springfield. I shall be very glad when it is all over.

Now, Morris, I have again to ask you to write me a long letter informing as to all matters connected with business and your doings generally. Was your place burnt down in the great fire? Relying upon your soon sending a letter, with kind regards to Steep, Astins, Young, and yourself,

Am yours, &c.,

C. STRAKER.

Be sure and let me know in confidence the position and standing of the house you are engaged in; also what sort of places shops they are.

253 Letter addressed: Mr. Morris, Lythographer, Feb'y 12, '62.

DEAR WILLIAM: Mr. Straker having some more goods to send off, I take the opportunity of enclosing a few lines to let you know we

are all well at home, but your grandpa and grandma are both lovely. I sent you a letter in answer to yours of the 18th of Nov'r, and sent it to Mr. Morgan, as directed, which I hope you will receive in due time. I also enclosed one from Amelia in the same. In all future letters you send during the war, say nothing in them about politics. Whatever your feelings or opinions may be about the state of the country, keep them to yourself till such time as it is safe to express them, for if such letters get into the enemy's hands you are a marked man, and as your name and address are in the letter, they might pick you out for special anoyans.

That letter you sent by the British consul I have not received, for I heard that all letters to him from the south are overhauled by the government, and if there is anything in them they do not like, they are detained and filed; therefore you must be very much on your guard in what you write or say. Charlotte is very happy and
254 comfortable at her place at Folkstone. Mary Ann and William desired to be remembered to you. I am at present at work journey work for an old master of mine, but I do not know how long it may last.

My dear boy, let me impress upon you the necessity of taking the greatest care of yourself. Be particular in your diet, and not give way to excess in any way, so that you may be able to withstand the effects of the climate of the country. Be carefull and save money while you can, so that you may be provided with a friend in time of need; and I hope you will not forget to be thankfull to God for the dangers you have escaped, and to look up to Him for future protection.

I must now conclude, as Charlie is going to call for this at 8 o'clock to-morrow morning.

Your dear mother and sister send their kind love to you, and that God may bless and protect you is the sincere wish of your affectionate father.

W. MORRIS.
27 *Singleton St., East R'd, City Road.*

255 Letter addressed: W. Morris, esq., 19 Felton Terrace, Hoxton, Old Town, London, 13—2, '61.

DEAR WILL: I have sent you a few newspapers, becus I thought that they would amuse you for an hour or so. I was glad to hear that you arrived safe and are comfortable, and at the same time I hope that you will keep so; but on the quite don't make it to comfortable with the yellow girls, or it may happen that they may make you verry uncomfortable; for if all is true that I am told they are nischievous devils. The panto. at the Egl is first rate this year. George Conquest plays a gorilla, and good he is at it. I saw A. the day after she received your letter, and it did me good to see he, for she look so happy that it made me feel the same; so now be a brick, and send her a good one next time—one that will make her laugh for a week, for I am sure that she loves you as true as ever woman loved any man. You must excuse my impertinence, but I cannot help it, for it's the truth.

Yours, C. BOWER.

P. S.—I am well; hope you are same. Things are very bad here, as there is nothing doing. There is a few things wich might be useful, but there is nothing about the place worth sending to you.

256 And afterwards, to wit, on the nineteenth day of May, A. D. 1863, report of prize commissioner John H. Young presented in the words and figures following, to wit:

STEAMER BERMUDA.

To the hon'ble John Cadwalader, judge of the district court of the U. S. for the eastern dist. of Penn'a.

The undersigned respectfully presents, that on re-examining the papers found in case C [E] S 8, per steamer Bermuda, (and presented yesterday in report to the hon. court, to which reference is respectfully made,) the following described envelopes was discovered, which contains one letter, one invoice, and two specimens paper of machine engraving, addressed:

PRIVATE.

Mr. B. EVANS, Mess. Evans & Cogswell,
Printers & booksellers,
Charleston, So. Carolina.

The envelope and contents are herewith respectfully submitted.

JOHN H. YOUNG,
Prize Commissioner.

PHILAD'A, *May 19th*, 1863.

Which report having been read and considered, it is ordered that the subjects thereof be included in the order made on the 18th of May, instant, as if the same were repeated and applied to them.

257 FEBR'Y 13*th*, 1862.

Mess. Evans & Cogswell, London, to S. Straker & Sons, 80 Bishopgate str., within, and 26 Leadenhall street.

24	thousand envelopes, buff, American shape, thin, No. 22, letter in 3 *a*		4-9	5 14	
24¼	do. 23, do.		6-9	8 4	3
48½	do. thick, 22, do.		7-6	18 3	9
12	do. 21, do.		6-6	3 18	
25¾	do. 23,		11-9	15 2	5
20	2, official buff		14-3	14 5	
28⅓	2, " blue laid		15	21 7	6
5	C. Lara., f'r. shape		6	1 10	
10	" " 21		8-3	4 2	6
				£92 7	5
	C [E] S 8, package case lined tin, 4 ft. 9×3 ft. 9×2′9″			2 10	
				£94 17	5

258 80 BISHOPSGATE, WITHIN,
London, February 13th, 1862.

MR. EVANS: MY DEAR SIR: I anticipated ere this to have heard from you, but in the absence of all information as to yourself personally, like to hope that you arrived safe and found all satisfactory. I hear from Tickling that your works and premises were destroyed in the great fire; I trust and *think* that wants confirmation, as your misfortunes have been more than one man should bear. I send this day a portion of your order, invoice of which I enclose, sending a duplicate of invoice and this letter to Messr. Fraser, Trenholm & Co., as per request.

The envelope machines, (which are recommended,) have to be made to order, and require men with a knowledge of them to work them. One man looks after 8 or 10 of them here, and the expenses attending one machine are such as to cost more than folding by hand. I have not sent this, as I feel responsibilities as to size, etc., that I don't like to bear. In your reply to this, should you still be disposed to order machines, please note the following: Whether a man to be engaged; the sizes of envelopes the machine is to make; ea. size requiring a different machine.

The size of knives required to cut the envelopes. An en-
259 velope machine costs from £90 to £110; the knives, and cutting machine, and necessary apparatus, would cost ab't £150 for complete set. All require time to be made. With regard to the men, (a steel engraver and a wood engraver,) I have been to great trouble to find men equal to the work you require, and having found them, cannot persuade them to run the risk of blockade, &c., &c., on my word; if you were here, no doubt they could be prevailed upon to accompany you. The salary they ask is £400 per annum, and are accustomed to bank-note work and bonds. It is necessary to have an engraving machine to execute work as per enclosed specimens, and it is only by the best men and machinery that they can be produced. I could get men of Morris & Astin's stamp directly, but I am under the impression you are in want of much better talent. I shall keep a lookout and note the abilities and whereabouts of any eligible workmen that I may come in contact with, *pending your reply.* We in England do not think the north can hold on much longer, the financial state being such as to induce us to hope that 2 or 3 months will settle your present deplorable state; and as these men and goods could be sent out under such much better auspices, I have taken upon myself to *wait your further instructions before executing more of your orders than the invoice presents.*

260 Engraving machines vary considerably. I could buy one now and send a man to work it, as shown on specimen No. 1, for ab't £200. Another sort is required for circles and ovals, to do work as specimen marked No. 2, which costs about £500, and would require some months to make. There are only 3 in London, and you know the service they are kept in. Nothing else will do for matters of government, judging the quantity of material that must be fur-

nished to government just now; and also that on your return you have completed arrangements to execute the printing and lithography under your own control. I feel sure your present place must be found very inadequate, and trust that the articles supplied by my firm have proved to be such that you can with confidence trust us with your future orders.

We enclose our catalogue, which may guide you; and we make and can buy paper of all kinds as well as any London house; so could execute your order for f. cap loan paper, with water mark C. S. A., as shipped you, at 42*s.* per ream double, equalling 2 reams single.

With regard to Major Ficklin, he presented quite another face after you left him, and I cannot but conclude he has acted very ungentlemanly towards me. I had many interviews with him, and
261 gave him all necessary information; furnished him with a list of requirements, compromising myself with several workmen, and put myself to many inconveniences. He admitted my price being proper and correct, and led me to believe he would give me his order, but from some unexplained cause he has intrusted the order with another house. I hardly think that fair, after promising to trust me with it and within a few weeks of its execution.

The men sent out will be the best result as to ability of the house favored by Mr. Ficklin, and you doubtless will know whether they are fitted for the work required.

Trusting soon to hear of your being safe at home, and hoping to be favored with further orders, which we pledge ourselves to execute to the best of our ability, and with assurances of respect, I am, my dear sir, yours, very faithfully,

C. STRAKER,
For Father and Self.

Your placing the catalogues in a quarter likely to be serviceable will oblige.

262 Citation dispensed with.

GEO. A. COFFEY,
U. S. Att'y.
G. M. WHARTON,
For Claimants.

263 UNITED STATES,
Eastern district of Pennsylvania:

I certify the foregoing to be a true and faithful copy of the record and proceedings of the district court of the United States for the eastern district of Pennsylvania, in the matter of the claims of Edwin Haigh to the said steamship Bermuda, her tackle, apparel, and furniture; and of Alexander T. Blakeley, and of Fraser, Trenholm & Company, to portions of the cargo of the said steamer Bermuda.

In testimony whereof, I have hereunto subscribed my name and affixed the seal of the said court, at Philadelphia, this twenty-third day of June, A. D. 1863, and in the eighty-seventh year of the independence of the said United States.

[SEAL.]

CHARLES S. LINCOLN,
Pro. Cl'k Dist. Court U. S.

Filed August 1, 1863.